

**PORT OF HOOD RIVER COMMISSION**  
**Tuesday, October 21, 2014**  
**Marina Center Boardroom**  
**5:00 p.m.**

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**Regular Session Agenda**

1. Call to Order
    - a. Modifications, Additions to Agenda
  2. Public Comment (5 minutes per person per subject; 30 minute limit)
  3. Consent Agenda
    - Approve Minutes of October 7, 2014 Regular Session
    - Approve Lease with Big Y Fly Co. for Suite 404 in Big 7 Building
  4. Reports, Presentations and Discussion Items
    - Nichols Basin West Edge Design Update—Christopher Miller (Walker|Macy)
    - Marina Financial Analysis
  5. Director's Report
  6. Commissioner, Committee Reports
    - Urban Renewal Agency – Commissioners Streich and Shortt
    - Annual PNWA Conference – Commissioner Shortt
  7. Action Items
    - a. Approve Contract with Coburn Electric Inc. in an Amount Not to Exceed \$36,705 for Lighting Upgrade to the Jensen Building
    - b. Approve Contract with *kpff Consulting Engineers* for a Structural Analysis of the Event Site Docks Not to Exceed \$10,310
  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.*

**Port of Hood River Commission  
Meeting Minutes of October 7, 2014  
Marina Center Boardroom  
5:00 P.M.**

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

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**Present:** Commissioners Jon Davies (arriving at 6:00 p.m.), Fred Duckwall, Rich McBride, Brian Shortt, and Hoby Streich; Port Counsel Jerry Jaques; from staff, Michael McElwee, Fred Kowell, Anne Medenbach and John Mann

**Absent:** From Staff, Laurie Borton

**Media:** None

**1. Call to Order:** President McBride called the meeting to order at 5:00 p.m.

a. Modifications, Additions to Agenda: None.

**2. Public Comment:** None.

**3. Consent Agenda:**

- o Approve minutes of September 23, 2014 regular session
- o Approve lease with Gorge Networks for Suite 403 at Big 7 Building
- o Approve accounts payable to Rick Zeller Excavating in the amount of \$9,785

**Motion:** Move to approve Consent Agenda.

**Move:** Duckwall

**Second:** Streich

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

**Absent:** Davies

**MOTION CARRIED**

**4. Reports, Presentations and Discussion Items:**

- **Electrical Charging Stations (EV):** Fred Kowell, Finance Manager provided information and further discussion on the increase in demand for electrical charging stations. Hood River has a high demand on its existing EV stations in the area and interest by ODOT, Travel Oregon, Pacific Power, Oregon Business Development Department and Drive Oregon of adding supply to this demand is taking hold. ODOT is starting to switch their focus from the I-5 corridor to I-84. McBride believes growth in electric vehicle purchases will continue, the placement and installation of EV stations will become more of a concern although it's still a small percentage of vehicles. Kowell depicted two types of EV stations, one being a lower cost model around \$5,000 which takes 3-5 hours to charge a vehicle and a fast charging station which takes 15-20 minutes but costs \$50,000 to install. McBride and Duckwall believes a faster charging station would benefit the public more. The ODOT group wanted to know if the Port would be interested in looking at an EV station in the future due to its location next to I-84 and the bridge. No decisions were made but there is interest in bringing this topic back in the future. Shortt would like to see a Q&A fact sheet presented the next time this is brought forward.
- **Lift Span Evaluation and Next Steps:** Michael McElwee, Executive Director, handed out an exhibit with regard to the lift span and the related contract with HDR. McElwee went over the specifics on this contract as opposed to the work performed by HNTB and the longevity that HNTB has with the Port. McElwee mentioned some of the differences between the two engineering firms but due to the significance of the lift span, another independent look is being requested. John Mann, Facilities Manager presented his recent experience with the lift span and the concerns that warrant an operations manual as part of

this contract. Duckwall believed that staff should decide at some point in the near future on what direction they would like go with an engineering firm. Counsel Jaques discussed contract limit concerns for future engineering work. Discussion concluded with direction that staff would make an engineering firm recommendation after review the level and specificity of work completed by HDR.

**5. Director's Report/Informational Items:** Michael McElwee, Executive Director, described the staffing changes that are occurring in the office and the associated recruitment being advertised. Shortt asked that an Organizational Chart be presented at the next meeting. McElwee mentioned the Big 7 elevator breakdown and how Mann assisted in getting a person out of elevator, path under bridge is now under repair where erosion has occurred, and an update on the Waterfront Refinement Plan meeting held last week. McBride mentioned the Commission's interest in reviewing project progress on the plan. McElwee has finalized MOU with the Sheppards. ODOT was unable to do their underwater inspection of the bridge piers due to fishing nets but will wait until gill net season has ended. Shortt asked that we inform the tribes of our concerns. Not an enforcement discussion but more of a courtesy and safety discussion with them. McElwee will look into the cost of removal of these nets. McElwee pointed out that replacement of the siding of the Port office building will be underway. Shortt was wondering about the Walker Macy work and how much is completed. McBride asked to have the consultant give a status update at an upcoming Commission meeting.

**6. Commissioner, Committee Reports:**

- **Marina Ad-Hoc Committee** – McElwee discussed that the committee met and financial information was presented to them. Committee members were concerned with the recovery of the deficit that occurred this last year and the increase in slip fees that would be considered. It was an informative meeting and comments were requested of Committee members. Most wanted to find other ways to enhance revenues and reduce labor costs. McElwee talked about the timeline for finalizing the rates before the start of the year. Shortt discussed his desire for the financial information to drive the need for what the rates should be. Davies discussed the unified approach being taken with the group to get support for what the rates will be.

- **Waterfront Recreation Committee** - McBride discussed the success of this past summer and how well 4<sup>th</sup> of July went. The Chows are such a benefit for the Port and its public. Hood River police were brought in early during the summer season to set the tone early for the rest of the summer. There is still concern with the traffic between the sand bar and the Event Site. Recycling was brought up as something that can be looked at for the Event Site. Food concessionaires might have to go through an RPP process to choose who will be a concessionaire but the selection criteria should be weighted regarding those concessionaires that have experience at the Event Site. Discussion ensued with regard to whether a RFP is necessary or having a weighted criterion. Issue is that there is only space for two concessionaires but there are many more that want access to the waterfront. Nichols Basin west edge trail was also discussed.

**7. Action Items:**

**a. Approve Contract with HDR Engineering for Lift Span Evaluation in an Amount Not to Exceed \$60,000.** McElwee presented proposal.

**Motion:** Move to Approve Contract with HDR Engineering for Lift Span Evaluation in an Amount Not to Exceed \$60,000.

**Move:** Duckwall

**Second:** Shortt

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

**MOTION CARRIED**

**8. Commission Call:** Shortt – Waterfront Refinement Plan should include someone from Chamber of Commerce. Shortt – Work with Pacific Power regarding Marina Green electric box. McElwee gave update. McBride discussed meeting with Senator Wyden and business leaders regarding the bridge, timber and affordable housing and pedestrian bridge.

**9. Executive Session:** Regular Session was recessed at 6:20 p.m. and the Commission was called into Executive Session under ORS 192.660(2)(e) Real Estate Negotiations.

**10. Possible Action:** The Commission was called back into Regular Session at 7:25 p.m. The following action was taken as a result of Executive Session.

**Motion:** Move to not to renew the Hanel Purchase and Sale Agreement but let it lapse allowing the property owners to move forward with DEQ concerns to the property.

**Move:** Davies

**Second:** Shortt

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

**MOTION CARRIED**

**11. Adjourn:** President McBride entertained a motion for adjournment at 7:30 p.m.

**Motion:** Move to Adjourn the October 7, 2014 meeting.

**Move:** Davies

**Second:** Shortt

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

**MOTION CARRIED**

Respectfully submitted,

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Fred Kowell

ATTEST:

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Rich McBride, President, Port Commission

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Hoby Streich, Secretary, Port Commission

# Commission Memo

**To: Commissioners**  
**From: Anne Medenbach**  
**Date: October 21, 2014**  
**Re: Big Y Fly Co. Inc. – Lease in Big 7, Suite 404**

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On October 7, 2014, the Commission reviewed a lease with Big Y Fly Co. Inc., providing that agreeable credit references were provided.

Staff has found the credit references sufficient to warrant a 3 year lease with 3 (1) year extension terms and minor tenant improvements.

**RECOMMENDATION:** Approve Lease with Big Y Fly Co. Inc. for Suite 404 in the Big 7 Building Contingent Upon Legal Counsel Review.

# Commission Memo

**To: Commissioners**  
**From: Anne Medenbach**  
**Date: October 21, 2014**  
**Re: Jensen Building - Energy Trust Lighting Upgrade**

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The Jensen Building is lighted mostly with T12 light fixtures. T12 ballasts are no longer available and the replacement bulbs are very expensive. They are also expensive to operate and are being replaced by more efficient T8s and LEDs. The Port purchased a stock pile of T12 bulbs and ballasts from the School District a number of years ago and we are down to 4 ballasts remaining.

The Energy Trust offers incentives to change out T12s to more efficient versions. They did an energy audit of both the Big and the Jensen buildings to determine what kind of opportunities were available to increase efficiency.

As part of Spring Planning, the Commission approved expenditures to upgrade our lighting in these two buildings. The budget for the Jensen Building lighting upgrade, after incentives, was \$20,000. Staff received two quotes to do the work.

**Gorge Electric      \$40,886**

**Coburn Electric     \$36,705**

The Energy Trust will reimburse the Port about 36% of this total cost as soon as a contract is executed.

**Total cost to the Port, after reimbursement, will be \$23,492.**

We had in the budget \$10,000 for landscaping at Jensen that we will not be doing and \$17,000 for Breezeway upgrades, which we will not be doing this year. Staff suggests that we use a portion of this budget to complete the lighting upgrade. The upgrade will save \$9,418 in energy costs per year and has a payback time of 2.8 years.

Please see the attached energy savings and payback timeline.

**RECOMMENDATION:** Approve contract with Coburn Electric Inc. in an amount not to exceed \$36,705 for lighting upgrade to the Jensen Building.



OR CCB #861

Coburn Electric  
P.O. Box 118  
3745 Eagle Loop  
Hood River, OR 97031  
541-354-1163  
541-354-1160 Fax

Tygh Valley Office  
81532 Fairground Rd.  
Tygh Valley, OR 97063  
541-483-2266  
541-483-2260 Fax

Condon  
541-384-3215

Control Division  
541-354-1163  
541-354-1160 Fax

The Dalles  
541-296-2199

## BID QUOTATION

October 15, 2014

**TO: Port of Hood River**  
**ATTN: Anne Medenbach**  
**p. 541.386.1645**  
**FROM: Larry Pray**  
**PROJECT: Jensen Building Lighting Upgrade**

Coburn Electric Inc. is providing this quotation for materials, labor and permits to provide and install the following for the lighting upgrade project:

**Proposal to Include:**

**Base Price: \$36,705.00**

1. As per Energy Trust lighting spread sheet dated 6/18/2014
2. Removal of existing fixtures, lamps and ballast
3. Electrical permit

**Excludes:**

All painting, patching, low voltage wiring, PCB ballast disposal,

**TERMS:**

Quotation Valid for 30 days. All payments are due within 10 days of our dated invoice. If all payments are not made on time, and 1.5% interest per month shall be charged on all accounts 30 days past due. The buyer's signature shall constitute an acceptance of all of the conditions stated above. We will install the above listed top quality materials in accordance with the best mechanical techniques. Installation will be guaranteed against defects in workmanship and materials for a period of one year.

Accepted By: \_\_\_\_\_

Date: \_\_\_\_\_

By \_\_\_\_\_

Larry Pray, Estimator

OREGON CONST. CONTRACTORS BOARD NO. 861  
OR ELECTRICAL CONTRACTORS NO. 33-2C  
WA ELECTRICAL CONTRACTORS NO. COBURN121J1  
DUNS #08-442-3540



P.O. Box 806 Hood River, OR 97031 (541)386-2468  
 fax:(541)386-8944gorge.elcc@gorge.net  
 OR: CCB 111706 WA GORGEIO43D1

# PROPOSAL

DATE	Reference
9/3/2014	Jensen Bldg

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

ARCHITECT	DESCRIPTION	DRWGS. Dated
as built	Jensen Bldg	viewed 6/18/2014

We here by submit the following proposal

Revised Proposal is for a lighting exchange at Jensen Building, Port of Hood River

Customer is to provide assistance in clearing work space areas, which are to be free of machines, storage items and other encumbrances to allow fixture alterations.

Per Attached Lighting Documentation:

1. Removal of existing lighting
2. Install new lighting

Occupancy Sensor controls may be required and installed on a per item as needed basis. Costs for occupancy controls are not included in proposal price.

Disposal to be done by others

Attached Energy Trust Savings Information is provided as an estimate, actual savings to be determined upon final submittal.

**NOTE:**

Energy incentives are estimates and are to be finalized by Energy Trust Representative. Gorge Electric, Inc. to assist in completion of incentive process.

Additions, alterations, or deviations from the information used to prepare a fixed price contract must be bid separately or done on a time and material basis. Job to be completed within a reasonable time frame. Time restrictions resulting in overtime hours to be billed at regular overtime rate. Payment to be 30% Due at Notice to Proceed, 50% Due at rough-in, Remainder due upon completion.

Forty Thousand Eight Hundred Eighty six and 00/100

Accepted By:	<b>TOTAL</b> \$40,886.00
Price is valid for 60 days from date of proposal. Work to be completed in a timely and professional manner. In accepting this proposal and attached contract addendum the above named customer agrees to pay in full the amount listed.	<i>Thank-you, We Appreciate Your Business</i>



September 3, 2014

Proposed Lighting Retrofit                      Jensen Building  
 Prepared by    Platt Electric

**Estimated Energy Savings and Energy Trust of Oregon Incentive Package**

Based on the lighting retrofit project proposal that has been prepared, we have estimated the energy savings and the incentives that would be available from Energy Trust of Oregon.

Estimated Annual Energy Savings	121,652 kWh
Estimated Annual Cost Savings	\$ 9,418 per year
Estimated Energy Trust of Oregon Incentive	\$ 14,547
Estimated Installation Cost	\$ 40,886

Based on your proposed retrofit and estimated installation cost, we show the following financial analysis:

Estimated Installation Cost	\$ 40,886
<i>minus Energy Trust of Oregon incentive</i>	<u>\$ (14,547)</u>
Net Installation Cost	<u>\$ 26,339</u>
Energy Savings Payback (in years)	2.8
% of installed cost paid for by incentives	<u>36%</u>
Rate of Return	36%

Estimated cost for every year the project is delayed	\$ 9,418
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***This project requires a pre-installation inspection.***

This is an estimate only, as actual savings and incentives will vary based on final installed measures and costs, actual area operating hours, energy rates and building usage.

**Green Project Box: (Estimate for informational purposes only. The carbon footprint from electricity generation is calculated from a regional average, which may be different than the national average.)**

This proposed project could offset approximately **46** tons of CO2 generated by fossil fuels, equal to taking more than **8** cars off the road or **7.3** acres of reforested trees.

## Commission Memo

**To: Commissioners**  
**From: Liz Whitmore**  
**Date: October 21, 2014**  
**Re: Event Site Docks Structural Analysis – kpff Consulting Engineers Contract**

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A structural analysis of the Event Site Docks (both upper and lower) is recommended by staff to assess its condition and determine whether any repairs are necessary to ensure the ongoing safety of users. The upper dock is leased seasonally by five school concessions, with the lower dock leased by two food vendors. The analysis will include a visual inspection evaluating the structural integrity of the docks, determining the live load capacity, and any requirements for repair.

The Port received two proposals from engineering firms with the lowest bid coming from *kpff Consulting Engineers* in the amount of \$9,735 plus \$575 in expenses. See attached.

**RECOMMENDATION:** Approve contract with *kpff Consulting Engineers* for a structural analysis of the Event Site docks not to exceed \$10,310.



October 7, 2014

Ms. Liz Whitmore  
**Port of Hood River**  
1000 E. Port Marina Drive  
Hood River, OR 97031

RE: Port of Hood River Upper and Lower Event Site Dock Inspection  
Hood River, Oregon

Dear Liz:

Thank you for the opportunity to submit the following proposal for inspection and structural engineering services for the Port of Hood River Upper and Lower Event Site Dock Inspection.

### Project Description

The Port of Hood River Upper and Lower Event Site Dock Inspection includes inspection of the upper and lower event site docks for damage/deterioration, conformance to existing drawings and development of as-built information for the docks as needed, provide recommendations for necessary repairs, and determine allowable uniform load capacity and provide load rating for a vehicle to be specified by the Port on both docks.

### Our Scope of Services

1. Visually evaluate the structural integrity of the docks above the ground surface/water line.
2. Evaluate the structural condition of the docks based upon visual observations and non-destructive testing (a resistograph will be used for timber evaluation), and provide recommendations for repair, as needed.
3. Take field measurements of the pier and critical members as required to verify conformance with existing drawings or to develop as-built information required for loading capacity ratings.
4. Determine uniform live load capacity and vehicle load rating (vehicle to be specified by the Port) for both docks.

### Special Conditions

1. The evaluation will not include destructive testing of the structural dock members.
2. The evaluation will not include an evaluation of items which are not readily visible. This limitation includes piles below the ground/water line, which would need to be evaluated by others.
3. Visual evaluation of the underside of the deck will be performed from a ladder on shore or in shallow water, or by paddle board (paddle board will be available from the Port) on the water surface. This proposal assumes areas on the underside of the deck over water, which are not obtainable by a ladder, will not require closer inspection. Should areas of concern be

111 SW Fifth Avenue, Suite 2500 Portland, OR 97204-3628 (503) 227-3251 Fax (503) 227-7980

Seattle Everett Tacoma Lacey Portland Eugene Sacramento Grass Valley San Francisco Walnut Creek Los Angeles Long Beach  
Pasadena Irvine San Diego Boise Phoenix St. Louis Chicago New York

Ms. Liz Whitmore, Port of Hood River  
RE: Port of Hood River Upper and Lower Event Site Dock Inspection  
Hood River, Oregon  
October 7, 2014  
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observed at these areas, we will provide recommendations regarding further investigation of these locations.

## Deliverables

Provide a written summary of our findings along with drafted plan/sections of docks identifying damage/deterioration, recommendations for repair, and load rating results. This will include any concerns regarding the current state of the pier and any recommendations for further evaluation. Potential maintenance concerns will also be noted.

## Our Fees

We will provide the scope of structural engineering services described in this proposal for a lump sum fee of **\$10,310**. For a breakdown of this fee, please see attached spreadsheet. Terms and Conditions are attached.

## Additional Services

Additional services beyond those described in this proposal will be billed at the following hourly rates:

Principal	\$190
Project Manager/Project Engineer	\$125 - \$150
Inspector	\$85 - \$125
CAD / BIM Modeler	\$75 - \$100
Administrative	\$75

We will not perform additional services without prior authorization from your office. If you have any questions or need further information, please call.

Sincerely,



Tommi Rutherford, P.E., S.E.

Offered By KPFF, Inc.

Accepted by (Client)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
Tommi Rutherford, P.E., S.E.

(Printed Name and Title)

\_\_\_\_\_  
(Printed Name and Title)

*Please sign in the space provided and return to our office for our signature. We will return a fully executed copy of the Agreement to you for your record.*

## TERMS AND CONDITIONS

KPFF, Inc. ("KPFF") shall perform the services outlined in this agreement pursuant to the stated fee arrangement.

**1. Additional Services**

Should the Scope of Services change from those set forth in the Agreement for Professional Services, the fee for such additional services will be negotiated between Client and KPFF.

**2. Limitation of Liability**

To the greatest extent allowed by law, the aggregate liability of KPFF for any and all injuries, claims, demands, losses, expenses or damages, of whatever kind, arising out of or in any way related to this Agreement or the services provided by KPFF on this project, shall be limited to \$50,000 or the total fee received by KPFF pursuant to this Agreement, whichever is greater. Further, no officer, director, shareholder or employee of KPFF shall bear any personal liability to Client for any and all injuries, claims, demands, losses, expenses or damages, of whatever kind or character, arising out of or in any way related to this Agreement or the services provided by KPFF on this project.

**3. Mediation**

All disputes between Client and KPFF arising out of or relating to this Agreement shall be submitted to nonbinding mediation prior to commencement of any other judicial proceeding.

**4. Dispute Handling**

KPFF shall make no claim against Client without first providing Client with a written notice of damages and providing Client thirty (30) days to cure before an action is commenced. The Client shall make no claim either directly or in a third party claim, against KPFF unless the Client has first provided KPFF with a written certification executed by an independent professional currently practicing in the same discipline as KPFF and licensed in the state of the subject project. This certification shall a) contain the name and license number of the certifier; b) specify each and every act or omission that the certifier contends is a violation of the standard of care expected of a professional performing professional services under similar circumstances; and c) state in complete detail the basis for the certifier's opinion that each such act or omission constitutes such a violation. This certificate shall be provided to KPFF not less than thirty (30) calendar days prior to the presentation of any claim or the institution of any judicial proceeding.

**5. Suspension of Services**

If Client fails to make payments to KPFF in accordance with this Agreement, such failure shall provide KPFF the option to suspend performance of services under this Agreement upon seven (7) days written notice to Client. In the event of a suspension of services, KPFF shall have no liability for any delays or damages caused because of such suspension. Before resuming services, KPFF shall be paid all sums due prior to suspension and any expenses incurred by KPFF in the interruption and resumption of its services. KPFF's fees for the remaining services and time schedules shall be equitably adjusted. If any invoice is in dispute, Client shall pay under written protest to keep the project on schedule and resolve the payment dispute after substantial completion.

**6. Termination**

This Agreement may be terminated by either party with seven (7) days written notice to the other in the event of a substantial failure of performance by the other party through no fault of the terminating party. If this Agreement is terminated, KPFF shall be paid for services performed to the termination notice date, including reimbursable expenses due.

**7. Ownership of Documents**

All documents produced by KPFF are instruments of service and are, and shall remain, the property of KPFF, whether the project for which they are made is executed or not. They are not to be used on other projects or extensions to this project except by agreement in writing.

**8. Contract Administration**

It is understood that KPFF will not provide design and construction review services relating to safety measures of any contractor or subcontractor on the project. Further, it is understood that KPFF will not provide any supervisory services relating to the construction for the project. Any opinions solicited from KPFF relating to any such review or supervisory services shall be considered only as general information and shall not be the basis for any claim against KPFF.

**9. No Third Party Beneficiary**

Nothing in this Agreement shall create a contractual relationship with or a cause of action in favor of any third party against KPFF or Client.

**10. No Assignments**

Neither party to this Agreement shall transfer, sublet or assign any rights under or interest in this Agreement (including but not limited to monies that are due or monies that may be due) without the prior written consent of the other party.

**11. Payments**

KPFF will submit monthly invoices. Payment is due on the date of the invoice and becomes delinquent one month thereafter. A late charge will be added to delinquent amounts at the rate of one-and-one-half percent (1-½ %) for each one month of delinquency (or the maximum allowable by law, whichever is lower). If KPFF initiates suit to recover delinquent sums owed by Client, KPFF shall be entitled to recover all reasonable costs incurred, including staff time, court costs, attorney's fees, expert fees and other related costs and expenses.

Hood River Upper and Lower Event Site Docks  
 KPFF Engineering Fee Estimate  
 October 7, 2014

SCOPE OF WORK ITEM	Principal In-Charge	Project Manager and Project Engineer	Lead Inspector	Inspector	Drafter	Admin.	Expenses	Task Sub-Totals	Comments
RATE	\$190.00	\$125.00	\$125.00	\$100.00	\$90.00	\$75.00	Amount		
<b>STRUCTURAL DESIGN SERVICES: OHSU TRANSFORMER/GENERATOR PLATFORM</b>									
General Coordination		2				1			
Dock Inspection		6	16	16			\$575		Expense Allowance associated with Per Diem + Hotel for Overnight stay + Travel. Reimbursible expenses will be billed at our direct cost.
Load Rating		12							
Repair Recommendations Report	1	12			8	2			
<b>Design Subtotal Hours</b>	1	40	16	16	8	3		84	
<b>Design Subtotal Costs</b>	\$190	\$5,000	\$2,000	\$1,600	\$720	\$225	\$575	\$10,310	
<b>TOTAL HOURS =</b>	1	40	16	16	8	3			
<b>TOTAL COSTS =</b>	\$190	\$5,000	\$2,000	\$1,600	\$720	\$225	\$575		
<p style="text-align: right;">Total Hours = 84          Total Hourly Costs = \$9,735          Total Expenses = \$575  <b>TOTAL = \$10,310</b></p>									

## Commission Memo

**To:** Commissioners  
**From:** Michael McElwee  
**Date:** October 21, 2014  
**Re:** Nichols Basin West Edge (NBWE)

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Christopher Miller, project manager from Walker|Macy will attend the Commission meeting and summarize current plans, project schedule and next steps. Christopher will be seeking final input on the plans from the Commission and a consensus to move forward to final bid documents.

**RECOMMENDATION:** For information.

## Commission Memo

**To: Commissioners**  
**From: Fred Kowell**  
**Date: October 21, 2014**  
**Re: Marina Financials – Actual and Forecast**

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The Marina Committee has met a few times over the last several months to start the process on what should be included in their slip fees. The first topic that was discussed is attached as "Discussion Points" related to areas around the Marina that are not being included in their current slip fees. As you can tell this schedule depicted what is and is not included in their current slip fees and what items staff wanted more discussion on regarding what additional amounts should be considered to be included.

Most of the above discussion occurred before an analysis of the current year came out. In the second attachment you will find the FY 2013-14 financials that should be pretty close to what the audited financials will be. I have formatted it a little differently to pull out depreciation as an operating expense and added the 2010 FlexLease debt service.

The 2013 FlexLease debt service is being paid by the Special Assessment such that it was removed from revenues and as an expenditure. As you can see the year will close with a negative cashflow from Marina operations. What is more concerning is that in FY 2014-15, we will most likely see another operating loss as well. Some items that have been agreed upon by the Marina Committee is to charge a base fee for utilities (i.e., garbage, water, and minimum electrical use). What is included under professional services is the master planning process for the Marina. The budget included about \$45,000 but this has been reduced to \$25,000.

The last column is an estimate of costs that would be included if all the "Discussion Items" were to be considered that are not currently being paid for. Although the Marina Committee has seen these costs there has not been any agreement to include these in future slip rates.



At the bottom of the Financial schedule is a general breakdown of labor costs for each year.

The third attachment depicts the current slip rates and the impact of recovering the current FY 2013-14 cash operating loss and staff's recommendation of recovering base depreciation (base depreciation = annual depreciation of assets before marina electrical and boathouse capital projects) over a 10 year sliding scale.

It should be noted that the Marina Manager, although budgeted, was never included in the slip rates at the level of service that is actually being incurred. Staff is trying to reduce the level of service that the Marina Manager provides to the Marina, and this will need to be addressed through more efficient processes related to the Wait List, Betterment List and subleases to name a few. Also, each individual staff's allocation of labor will change year to year, but most likely will not be significant on an aggregated basis. It will not be a large enough change to eliminate the current shortfall that is occurring with the existing slip rates and the cost of living increases that have historically been applied to them.

Staff, at this point, have not looked at comparable marina slip fees and have not look at a different allocation model. The latter being a revenue neutral impact for the Port but changes for each slip owner.

**RECOMMENDATION:** For Discussion.

PORT OF HOOD RIVER  
 Schedule of Marina Activities - Current and Future  
 Discussion Points for Consideration

Property	Currently		Staff Recommendation	
	Included	Not Included	Included	Not Included
<i>Marina Breakwater</i>				
Grading		X	X	
Spraying		X	X	
Restrooms		X		X
<i>North Overflow Dock</i>				
Cleat Repair/Replacement	X		X	
Float Maintenance	X		X	
Rub Rail Maintenance	X		X	
Power	X		X	
Water		X	5%	
Garbage		X	5%	
<i>Marina Slips to Include South Basin Dock</i>				
Pressure Washing	X		X	
Painting	X		X	
Cleat Repair/Replacement	X		X	
Float Maintenance	X		X	
Rub Rail Maintenance	X		X	
Power	X		X	
Water		X	5%	
Garbage		X	5%	
Key Card Access	X		X	
Cameras	X		X	
<i>Transient Dock/Boat Ramp</i>				
Pressure Washing	X		X	
Cleat Repair/Replacement	X		X	
Float Maintenance	X		X	
Rub Rail Maintenance	X		X	
Power		X	5%	
Water		X	5%	
Garbage		X	5%	
<i>Boat Launch Parking Lot</i>				
Plowing	X		X	
Line Striping	X		X	
Seal Coating	X		X	
Lighting		X	25%	
Garbage		X	25%	
<i>Boat Launch Restrooms</i>				
Cleaning	X		X	
Supplies	X		X	
Repairs	X		X	
Lighting		X	25%	
Garbage		X	25%	
Cameras		X	X	
<i>Public/Marina Restrooms (Yacht Club)</i>				
Cleaning		X	50%	

**PORT OF HOOD RIVER**  
**Schedule of Marina Activities - Current and Future**  
**Discussion Points for Consideration**

<u>Property</u>	<u>Currently</u>		<u>Staff Recommendation</u>	
	<u>Included</u>	<u>Not Included</u>	<u>Included</u>	<u>Not Included</u>
Supplies		X	50%	
Repairs		X	50%	
Lighting		X	50%	
Garbage		X	25%	
Key Card Access		X	X	
Dry Storage		X		X
<i>Marina Parking Lot</i>				
Plowing		X	X	
Line Striping		X	X	
Seal Coating		X	X	
Lighting		X	X	
Garbage		X	X	
<i>Marina Park</i>				
Mowing		X		X
Landscaping		X		X
Sprinkler System		X		X
Water		X		X
Lighting		X		X
Garbage				
<i>Picnic Shelter</i>				
Table Maintenance		X		X
Power		X		X
Water		X		X
Garbage		X		X
<i>Marina Green</i>				
Mowing and Landscaping		X		X
Sprinkler System		X		X
Water		X		X
Lighting		X		X
Garbage		X		X
<i>Marina Access Road</i>				
Plowing		X	X	
Mowing		X		X
Landscaping		X		X
Key Card Access		X	X	
Seal Coating		X	X	
<i>Perimeter Pathway</i>				
Landscaping		X	X	
Fence Repair		X	X	
Weed Spraying		X	X	
Maintenance		X	X	

**PORT OF HOOD RIVER**  
**Schedule of Marina Revenues and Expenses**

<u>Operating Revenues</u>	FY 2013-14 Adjusted	FY 2014-15 Forecast	%	Costs Per Points of Discussion*
Moorage	\$ 242,202	\$ 242,202		
Special Assessment	(83,213)	(83,213)		
	158,989	158,989	79%	
Utility Service fee (\$5 Base Electricity, Water, Garbage)		9,660	5%	
Electric Reimbursement	14,731	14,864	7%	
Miscellaneous	11,105	11,105	6%	
Grant	6,100	6,244	3%	
<i>Operating Revenues</i>	<u>190,925</u>	<u>200,862</u>	<u>100%</u>	
 <u>Operating Expenses</u>				
Labor, taxes and burden	121,727	122,298	48%	12,262.97
Electric, water and garbage	11,007	24,411	10%	6,785.81
Insurance	13,547	14,000	5%	
Maintenance	23,110	25,000	10%	
Miscellaneous	9,214	12,000	5%	
Security/IT	3,121	3,000	1%	
Professional Services	1,194	25,000	10%	
Legal	6,876	6,000	2%	
<i>Operating Expenses before 2010 FlexLease Debt</i>	<u>189,796</u>	<u>231,709</u>		<u>19,048.78</u>
Debt Service - 2010 FlexLease	24,261	23,901	9%	
<i>Operating Expenses before depreciation</i>	<u>214,057</u>	<u>255,611</u>	<u>100%</u>	
<i>Net Cashflow before depreciation</i>	<u>(23,132)</u>	<u>(54,749)</u>		

Depreciation before CIP - 10 yr recovery on base

	<u>4,167</u>	<u>4,167</u>
Existing Annual Depreciation - 1/10th Recovery	\$ 41,673	
Marina Electric Project - No Recovery of Depreciation	\$ 22,247	
Boat House Project - No Recovery of Depreciation	\$ 6,825	

	% of Functions time Dedicated to Marina	% of Functions time Dedicated to Marina
Marina Manager	60%	43.0%
Front Desk	10%	9.0%
Maintenance	10%	7.4%
Administration	15%	12.0%
Finance/Accounting	5%	6.0%
Development/Property Manager		2.5%

PORT OF HOOD RIVER  
 Schedule of Slip Rates and Costs to be Included  
 For the Calendar Year 2015

*Staff Recommendation*

2014 Tenants	Slip No.	Length	Slip Rate	Recovery of Negative Cashflow - June 30, 2014	Recovery 1/5th Depreciation	Recovery 1/10th Depreciation	Recovery of Discussion Items	Total Negative Cashflow plus 10yr Recovery of Base Depreciation
				\$	\$	\$	\$	\$
Hanson	1	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Chiles	2	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Relerson	3	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Jones	4	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Cleaveland	5	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Pynch	6	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Fashing	7	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Kovel	8	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Carlson	9	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Alrubale	10	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Skwarczynski	11	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Schwartz	12	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Vacant	13	30>	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ 973.62
Karlson	14	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Pavlenko	15	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Sloan	16	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Blake	17	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Roeseler/Mixon	18	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Valentine	19	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Seeva	20	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Vervloet	21	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Hilstad	22	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Rutz	23	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Drabkin	24	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Crafts	25	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Perkins	26	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Lepierre	27	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Harrod	28	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Archibald	29	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Arnold	30	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Hauge	31	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Robichaud/McReynd	32	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Stubbs + Tamara								
Rogers	33	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Bailey	34	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Stageberg Weaver & Jeff	35	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62

**PORT OF HOOD RIVER**  
**Schedule of Slip Rates and Costs to be Included**  
**For the Calendar Year 2015**

*off Recommendation*

2014 Tenants	Slip No.	Length	Slip Rate	Recovery of Negative Cashflow - June 30, 2014	Recovery 1/5th Depreciation	Recovery 1/10th Depreciation	Recovery of Discussion Items	Total Negative Cashflow plus 10yr Recovery of Base Depreciation
Sumerfield	36	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Arpag	37	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Huber	38	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Watson	101	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Sherrerd	102	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Crumpacker	103	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Smalley	104	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Prussing	105	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Selas(Ellsworth & Graves)	106	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Thomson+Eric								
Martinsen	107	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Lee + Chris Kastner	108	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Estcourt	109	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Lloyd	110	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Merz	111	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Vacant	112	30>	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ 973.62
Brace	113	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Stevens	114	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Gallegos	115	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Mitchell	116	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Watterson	117	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Vacant	118	30>	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ 973.62
Petros	119	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Hogg	120/121	50	\$1,422.00	\$ 229.23	\$ 82.39	\$ 41.30	\$ 188.76	\$ 1,692.52
Sutherland	122	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Sutherland	123	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Sliwa	124	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Hightower	125	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Heuberger	126	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Massart	127	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Heighton	128	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Belsky	129	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Whitmore	130	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Paul (Mark Dane)	131	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Bergstrom	132	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62
Burns	133	30>	\$818.00	\$ 131.86	\$ 47.51	\$ 23.76	\$ 108.59	\$ 973.62



**PORT OF HOOD RIVER**  
**Schedule of Slip Rates and Costs to be Included**  
**For the Calendar Year 2015**

*Staff Recommendation*

2014 Tenants	Slip No.	Length	Slip Rate	Recovery of Negative Cashflow - June 30, 2014	Recovery 1/5th Depreciation	Recovery 1/10th Depreciation	Recovery of Discussion Items	Total Negative Cashflow plus 10yr Recovery of Base Depreciation
Stafford	234	38	\$1,080.72	\$ 174.21	\$ 62.77	\$ 31.38	\$ 143.46	\$ 1,286.32
Haynie	235	31	\$881.64	\$ 142.12	\$ 51.21	\$ 25.60	\$ 117.03	\$ 1,049.36
Agersea	236	32	\$910.08	\$ 146.71	\$ 52.86	\$ 26.43	\$ 120.81	\$ 1,083.21
Platt	237	31	\$881.64	\$ 142.12	\$ 51.21	\$ 25.60	\$ 117.03	\$ 1,049.36
Bloomster (Lisa Nelson)	238	36	\$1,023.84	\$ 165.04	\$ 59.47	\$ 29.73	\$ 135.91	\$ 1,218.62
Staughton	239	30	\$853.20	\$ 137.54	\$ 49.55	\$ 24.78	\$ 113.26	\$ 1,015.51
Shuster	240	39	\$1,109.16	\$ 178.80	\$ 64.42	\$ 32.21	\$ 147.24	\$ 1,320.17
Duhon	241	32	\$910.08	\$ 146.71	\$ 52.86	\$ 26.43	\$ 120.81	\$ 1,083.21
Wiltz	242	33	\$938.52	\$ 151.29	\$ 54.51	\$ 27.26	\$ 124.58	\$ 1,117.07
Horst	243	31	\$881.64	\$ 142.12	\$ 51.21	\$ 25.60	\$ 117.03	\$ 1,049.36
Case	244	41	\$1,166.04	\$ 187.97	\$ 67.72	\$ 33.86	\$ 154.79	\$ 1,387.87
Sterr + Laney Gale	245	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
FitzSimons	246	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Hardwidge	247	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
McAllister	248	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Johnson + Rolf								
Rsydyk	249	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Slusher	250	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Rovianek	251	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Johnston	252	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Mason	253	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Reid	254	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Byrne	255	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Buehler	256	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Bingham	257	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
Lavell (H.Khalsa)	258	30>C-East	\$928.00	\$ 149.59	\$ 53.90	\$ 26.95	\$ 123.19	\$ 1,104.54
UNLEASABLE	259		\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -
lhde	260	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
Gordon	261	34	\$1,024.08	\$ 165.08	\$ 59.48	\$ 29.74	\$ 135.94	\$ 1,218.90
Hulbert	262	33	\$993.96	\$ 160.23	\$ 57.73	\$ 28.87	\$ 131.94	\$ 1,183.05
Gerald	263	34	\$1,024.08	\$ 165.08	\$ 59.48	\$ 29.74	\$ 135.94	\$ 1,218.90
Guthrie	264	34	\$1,024.08	\$ 165.08	\$ 59.48	\$ 29.74	\$ 135.94	\$ 1,218.90
Vacant	265		\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -
Capovilla	266	35	\$1,054.20	\$ 169.94	\$ 61.23	\$ 30.61	\$ 139.94	\$ 1,254.75



**PORT OF HOOD RIVER**  
**Schedule of Slip Rates and Costs to be Included**  
**For the Calendar Year 2015**

**Off Recommendation**

2014 Tenants	Slip No.	Length	Slip Rate	Recovery of Negative Cashflow - June 30, 2014	Recovery 1/5th Depreciation	Recovery 1/10th Depreciation	Recovery of Discussion Items	Total Negative Cashflow plus 10yr Recovery of Base Depreciation
Riget	267	35	\$1,054.20	\$ 169.94	\$ 61.23	\$ 30.61	\$ 139.94	\$ 1,254.75
Newbrook	268	35	\$1,054.20	\$ 169.94	\$ 61.23	\$ 30.61	\$ 139.94	\$ 1,254.75
Vacant	269		\$0.00	\$ -	\$ -	\$ -	\$ -	
Lederer	270	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
O'Donnell	271	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
West	272	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
Pickhardt	273	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
Dickinson (Sumerfield)	274	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
O'Keefe	275	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
Elsasser	276	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
Vacant	277	30>C-South	\$0.00	\$ -	\$ -	\$ -	\$ -	
Kjolising	278	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
Mack	279	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
Crooke	280	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
Kerr	281	30>C-South	\$869.00	\$ 140.08	\$ 50.47	\$ 25.24	\$ 115.36	\$ 1,034.32
HRSO (Joe Wampler)	301	828	\$844.56	\$ 136.14	\$ 49.05	\$ 24.53	\$ 112.11	\$ 1,005.23
Bickler	302	828	\$844.56	\$ 136.14	\$ 49.05	\$ 24.53	\$ 112.11	\$ 1,005.23
Ackerman	303	1596	\$1,627.92	\$ 262.42	\$ 94.55	\$ 47.28	\$ 216.10	\$ 1,937.62
Stewart	304	1984	\$2,023.68	\$ 326.22	\$ 117.54	\$ 58.77	\$ 268.64	\$ 2,408.67
Tessmer	305	1512	\$1,542.24	\$ 248.61	\$ 89.57	\$ 44.79	\$ 204.73	\$ 1,835.64
Lariza	306	1353	\$1,380.06	\$ 222.47	\$ 80.16	\$ 40.08	\$ 183.20	\$ 1,642.60
Pownie	307	1012	\$1,032.24	\$ 166.40	\$ 59.95	\$ 29.98	\$ 137.03	\$ 1,228.61
Mooney	308	704	\$718.08	\$ 115.76	\$ 41.71	\$ 20.85	\$ 95.32	\$ 854.69
Carter	309	1000	\$1,020.00	\$ 164.42	\$ 59.24	\$ 29.62	\$ 135.40	\$ 1,214.05
Quary	310	1150	\$1,173.00	\$ 189.09	\$ 68.13	\$ 34.06	\$ 155.71	\$ 1,396.15

PORT OF HOOD RIVER  
 Schedule of Slip Rates and Costs to be Included  
 For the Calendar Year 2015

*Staff Recommendation*

2014 Tenants	Slip No.	Length	Slip Rate	Recovery of	Recovery 1/5th	Recovery	Recovery of	Total Negative Cashflow plus 10yr Recovery of Base Depreciation
				Negative Cashflow - June 30, 2014	Depreciation	1/10th Depreciation	Discussion Items	
Bubb	311	943	\$961.86	\$ 155.05	\$ 55.87	\$ 27.93	\$ 127.68	\$ 1,144.85
Murphy	409	FP	\$783.00	\$ 126.22	\$ 45.48	\$ 22.74	\$ 103.94	\$ 931.96
Grotte	405	FP	\$783.00	\$ 126.22	\$ 45.48	\$ 22.74	\$ 103.94	\$ 931.96
Total				\$23,131.99	\$8,334.52	\$4,167.26	\$19,048.78	\$ 170,797.25

## Executive Director's Report

October 21, 2014

Note: this is an abbreviated report due to attendance at the PNWA conference.

### Staff & Administrative

- Commissioner Shortt and I attended the PNWA annual meeting in Vancouver, Washington on October 15, 16 and 17.

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### Recreation

- All but two Boathouse owners have fixed the physical connections to their boathouse floats. I have offered to have our crew install the connections for the Sheriff's boathouse.
- For the NBWE project, Walker/Macy will attend the meeting to present their 60% construction drawings and cost estimates. At this point it is unlikely that we will need to have another PAC meeting. The only significant remaining issue is the design of the seawall railing.

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### Development

- An initial draft of the Waterfront Refinement Plan Overlay Zone has been prepared by Angelo Planning Group. The Advisory Committee will meet the week of October 20 to review the draft.

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### Bridge/Transportation

- I attended the ACT Technical Advisory Committee meeting on October 13. Two options have been prepared: one based roughly on population proportionality and the other based on equal representation from each County. The Steering Committee will meet October 27 to discuss the options.
- Hal Hiemstra has flagged the notice from U.S. D.O.T. to identify "Projects of National and Regional Significance." He recommends that we seek a consensus of regional stakeholders to seek this designation for three bridges in the Gorge.
- John Mann attended the Pacific Northwest Bridge Maintenance Conference in Portland last week. The conference focused on improving maintenance practices, safety, and efficiencies.


# 2014 PNWA ANNUAL CONVENTION

Hilton Vancouver Washington  
\* Draft Agenda - Subject to Change \*

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## Wednesday, October 15th – all events in Discovery Ballroom CDE unless otherwise noted

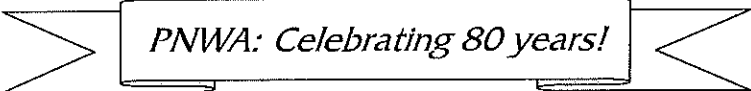
- 10:00 am PNWA Executive Committee Meeting  
*(Birch Room - Executive Committee members only, please)*
- 1:00 pm President's Welcome - Kim B. Puzey, PNWA President, Port of Umatilla
- 1:15 pm Welcome to Vancouver - Todd Coleman, Chief Executive Officer, Port of Vancouver USA
- 1:30 pm The View from BPA  
Greg Delwiche, Deputy Administrator, Bonneville Power Administration
- 2:15 pm MARAD Update and StrongPort Program  
Capt. Robert Loken, Director Port Infrastructure Development, Maritime Administration
- 3:15 pm Historical Perspectives with the former Executive Directors of PNWA  
Glenn Vanselow \*\*\*\* Stephen Lindstrom \*\*\*\* Peggy Bird *(tentative)*



**PNWA 80 YEARS**  
PACIFIC  
NORTHWEST  
WATERWAYS  
ASSOCIATION

PNWA's Gala 80<sup>th</sup> Anniversary Reception  
Discovery Ballroom AB  
5:00 - 7:00 pm





Join us as we recognize our 2014 recipients of the PNWA Distinguished Service Awards!

---

## Thursday, October 16<sup>th</sup> – all events in Discovery Ballroom CDE unless noted

- 8:00 am Breakfast and PNWA General Membership Meeting  
Adoption of PNWA's 2015 Policies and Projects
- 10:15 am Economic Benefits of Oregon Ports  
Todd Chase, Branch Manager/Economist, FCS Group  
Washington State Maritime Cluster's Economic Impact Study *(invited)*  
Chris Mefford, President & CEO, Community Attributes Inc.
- 11:00 am Clarification or Land Grab? How EPA's Proposal to Redefine "Water" to Include Dry Land Expands Agency Jurisdiction Beyond Historical Limits  
Steve Morasch, Attorney, Schwabe Williamson & Wyatt

# 2014 PNWA ANNUAL CONVENTION

Hilton Vancouver Washington  
\* Draft Agenda - Subject to Change \*

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## Thursday, October 16<sup>th</sup> – all events in Discovery Ballroom CDE unless noted

- 12:00 pm Lunch and Keynote Speaker: Congresswoman Jaime Herrera Beutler
- 1:45 pm Washington State Marine and Rail Oil Transportation Study  
Scott Ferguson, Prevention Section Manager, Washington Department of Ecology
- 2:30 pm PNWA Member Consultant Panel:
- The Role of a Consulting Firm Collecting Fish Migration Data on the Snake and Columbia Rivers*  
Col (ret) Curt Thalken, PE, Senior Vice President, Normandeau Associates, Inc.
- Enhancing Data Resolution to Improve Maritime Safety*  
Jon Dasler, PE, PLS, Director of Marine Services, David Evans and Associates, Inc.
- 3:00 pm Meet your USACE Northwest Leadership  
Colonel William J. Leady, Deputy Commander, USACE Northwestern Division  
Colonel Jose L. Aguilar, Commander, USACE Portland District  
Colonel John G. Buck, Commander, USACE Seattle District  
Lt. Colonel Timothy R. Vail, Commander, USACE Walla Walla District
- 4:30 pm Inland Ports & Navigation Group Meeting  
(Discovery B - IPNG members only, please)

## Friday, October 17<sup>th</sup> – all events in Hemlock/Oak unless otherwise noted

- 8:00 am Breakfast and Speaker: Great Northern Corridor: Connecting the Northwest to the World  
Curtis Shuck, Senior Sales Director, Port of Vancouver USA
- 9:00 am Cascadia Subduction Zone and Oregon Resiliency Planning  
Jay Wilson, Hazard Mitigation Coordinator, Clackamas County Emergency Management
- 9:45 am - 11:00 am PNWA Board of Directors Meeting  
(All PNWA members welcome)



U.S. Department of Transportation  
Federal Highway Administration

Survey responses are automatically saved.  
Exit your browser to leave the survey.  
You can return to the survey at any time  
as long as you are using the same computer  
and have cookies enabled.

## Survey on Projects of National and Regional Significance (PNRS)

### Introduction

#### OFFICE OF MANAGEMENT AND BUDGET (OMB) BURDEN STATEMENT

This collection of information is voluntary and will be used in combination with other research in a Report to Congress. Public reporting burden is estimated to average 80 hours per State department of transportation response, 40 hours per transit agency response, 10 hours per tribal government response and 20 hours per multi-state or multi-jurisdictional group response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The OMB control number for this collection is 2125-0642. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Highway Administration, 1200 New Jersey Avenue, SE, Washington, DC 20590.

### BACKGROUND

Section 1301 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59; 119 Stat. 1144) established a program to provide grants to States for Projects of National and Regional Significance (PNRS) to improve the safe, secure, and efficient movement of people and goods throughout the United States and to improve the health and welfare of the national economy.

The PNRS program was amended under the Moving Ahead for Progress in the 21st Century Act (MAP-21), Section 1120 as follows:

- Expands eligible applicants to include a tribal government or consortium of tribal governments, a transit agency; or a multi-State or multi-jurisdictional group in addition to State Departments of Transportation (DOT).
- Reduces the floor on total project costs to \$500m or 50 percent of the state's apportionment (previously 75 percent).
- Adds evaluation criteria to consider if a project improves roadways vital to national energy security and removes criteria related to technology.
- Requires USDOT to develop a Report to Congress regarding PNRS. The purpose of the report is to identify projects of national and regional significance that:
  - Will significantly improve the performance of the Federal-aid highway system, nationally or regionally;
  - Generate national economic benefits that reasonably exceed the costs of the projects, including increased access to jobs, labor, and other critical economic inputs;
  - Reduce long-term congestion, including impacts in the State, region, and the United States, and increase speed, reliability, and accessibility of the movement of people or freight;
  - Improve transportation safety, including reducing transportation accidents, and serious injuries and fatalities; and
  - Can be supported by an acceptable degree of non-Federal financial commitments.

Under the provisions of MAP-21, \$500,000,000 was authorized to be appropriated to carry out PNRS in fiscal year 2013. While no funds were appropriated in FY13, Section 1120 of MAP-21 requires the Secretary to submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on

Environment and Public Works of the Senate regarding PNRs, not later than 2 years after the date of enactment of the MAP-21. The report will contain a comprehensive list of each project of national and regional significance that has been compiled through this survey of State departments of transportation; transit agencies, tribal governments, and multi-state or multi-jurisdictional groups. The comprehensive list will enable the Secretary to classify projects of regional or national significance and to develop recommendations on financing for eligible project costs.

## HOW WILL THE SURVEY RESULTS BE USED

This information will be used by the USDOT to conduct an analysis to classify projects as regionally or nationally significant and to make recommendations in the report to Congress on financing for eligible project costs. The US DOT/FHWA is not able to verify information submitted by the states/respondents. The US DOT will summarize information submitted by the respondents based on an assessment of the likelihood that a project will:

- Significantly improve the performance of the Federal-aid highway system, nationally or regionally; Generate national economic benefits that reasonably exceed the costs of the projects, including increased access to jobs, labor, and other critical economic inputs;
- Reduce long-term congestion, including impacts in the State, region, and the United States, and increase speed, reliability, and accessibility of the movement of people or freight; Improve transportation safety, including reducing transportation accidents, and
- Can be supported by an acceptable degree of non-Federal financial commitments.

The output of the review and analysis process will result in project responses being categorized in the TIERS described below. It is anticipated that all three tiers will be discussed in the report to Congress.

- **TIER 1** – Projects in this tier meet the basic eligibility for the PNRs program. For purposes of this survey, basic eligibility refers to SAFETEA-LU Section 1301 (c) and (d). In addition, projects in this tier will also be supported with quantitative data that includes, but is not be limited to: benefit and cost data; information from preliminary studies and design documents that supports how the project will reduce congestion and improve safety and demonstration of non-federal financial commitments.
- **TIER 2** - Projects in this tier meet basic eligibility and may be classified as PNRs subject to additional documentation.
- **TIER 3** – Projects in this tier do not meet basic eligibility.

## DEFINITIONS

- **Eligible Project** - Eligible projects are any surface transportation project or set of integrated surface transportation projects closely related in the function they perform, which are eligible to receive Federal assistance under title 23, United States Code (U.S.C.). (Section 1301 of SAFETEA-LU). Additionally, a project's total cost must be at least \$500 million or 50 percent of the amount of Federal highway assistance funds apportioned to the State in which the project is located. (Section 1120 of MAP-21). A list of each State's apportionments can be found at [http://www.ops.fhwa.dot.gov/freight/infrastructure/nat\\_reg\\_sig/index.htm](http://www.ops.fhwa.dot.gov/freight/infrastructure/nat_reg_sig/index.htm). In addition to traditional highway and transit infrastructure projects, other examples of eligible PNRs projects may include public or private rail facilities providing benefits to highway users; surface transportation infrastructure modifications to facilitate intermodal interchange, transfer, and access into and out of ports; and other activities eligible under title 23, U.S.C. In general, projects eligible for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program are eligible for the PNRs program.
- **Eligible Applicants** – Eligible applicants include a State department of transportation or a group of State departments of transportation; a tribal government or consortium of tribal governments; a transit agency; or a multi-State or multi-jurisdictional group of the previously mentioned agency types. Entities that are not among those groups may respond directly to the survey or work with State DOTs, transit agencies, or tribal governments to submit responses to the survey. Such entities could include metropolitan planning organizations, seaport authorities, railroads, cities, counties, coalitions or joint power authorities of local governments, or economic development organizations which have responsibility for planning and/or implementing infrastructure projects.

## ADDITIONAL INFORMATION AND REFERENCE MATERIALS

- [PNRS Program Information](#) - This page includes links to the PNRS legislation, a list of projects designated in prior legislation, and links to PNRS Reports to Congress.
- [MAP-21 Legislation](#)

## INSTRUCTIONS

Please answer the survey questions to the best of your abilities and complete the survey by **November 17, 2014**, and to the maximum extent possible, conform to the OMB burden hours.

You may [download a copy of the survey](#) if you'd like to review the questions prior to submitting your responses.

For those who have already responded to the original PNRS survey (fielded from May 29 - June 14, 2014), the re-opening of the survey does not affect your previously submitted responses and the survey questions have not changed. However, DOT strongly encourages those who participated in the original survey to review their prior submissions to determine if those submissions should be augmented with additional information. You are not required to submit any new information to the re-opened survey. Although you cannot edit your previously submitted survey, you may submit new information and supporting documentation with minimal effort. To add new information to a previous submission, please enter the online survey tool, start a new survey, and then provide the new information where appropriate. Please note that you must re-enter all information for questions 1-6. However, if a response to an open-ended question has not changed, please enter "no new information." Please contact [PNRSSurvey@dot.gov](mailto:PNRSSurvey@dot.gov) if you have a question about a previously submitted survey.

- **Survey Length** - There are approximately 20 items in this survey. Your progression through the survey will be tracked by a bar at the bottom of the screen indicating percent complete.
- **Required Responses** - All questions require a response, with the exception of the last question regarding the uploading of supporting documents. If you are unsure of a response to a particular question, please indicate that in your response. If you are submitting a survey for a previously submitted project you do not have to re-enter responses for the open-ended questions if they have not changed from the previous submission. In this case, please enter "no new information".
- **Moving Within the Survey** - Where it is allowable, you will be able to move back and forth within the survey. Please use the "back" and "next" buttons within the survey itself. Do not use the browser "back" and "forward" buttons as you may lose your responses.
- **Completing or Saving the Survey** – You can exit your browser and return to the survey at any time prior to the close of the survey. The survey will automatically save your responses. However, you must use the same computer and browser each time and you must have cookies enabled on your browser. Please visit <http://www.wikihow.com>



/Enable-Cookies-in-Your-Internet-Web-Browser for more information on enabling cookies. When you get to the last page of the survey (you will be notified that you are on the last page) do not click Next until you are completely finished with the survey. Once you click the Next button on the last page you will be unable to change your responses.

- **Submitting Multiple Projects** – You may submit multiple projects but you must complete the survey for one project before you can begin to take it again for another project.
- **Forwarding the Survey** - If you determine that another person within your agency has the responsibility for completing the survey on behalf of your agency, please forward that individual a link to the survey.

## QUESTIONS

For questions about this survey contact FHWA's Office of Freight Management and Operations at 202-366-2976 or send an email to [PNRSSurvey@dot.gov](mailto:PNRSSurvey@dot.gov). This survey is being administered by an independent contractor. For technical assistance in completing the survey, you may contact their representative via email at [symounj@leidos.com](mailto:symounj@leidos.com) or by phone at 703-318-4267.

**Are you submitting a new project or is this a resubmittal of a project that was previously submitted?**

- New project
- Resubmittal of previously submitted project. If you are resubmitting a previously submitted project you do not have to re-enter responses for the open-ended questions if they have not changed from the previous submission. Instead, please enter "no new information."

### Default Question Block

1. In order to respond to this survey, you must have the authority to respond on behalf of your agency. Please check with the appropriate agency personnel to determine if you may respond to this survey.

Do you have the authority to respond on behalf of your agency?

- Yes
- No

### Block 2

In order to respond to this survey, you must have the authority to respond on behalf of your agency. Please check with the appropriate agency personnel to determine if you may respond to this survey.

### Block 1

# Commission Calendar

# October 2014

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# Commission Calendar

# November 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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2	3	4 Commission Mtg	5	6	7	8
9	10	11 Veterans Day <b>OFFICE CLOSED</b>	12 FALL PLANNING, noon (with lunch), followed by Regular Session <b>(tentative)</b>	13	14	15
16	17 KHR Radio, 8am Commissioner/Staff?? DC Trip (Michael, Rich) <b>(tentative)</b>	18	19	20	21	22
23	24 DC Trip (Michael, Rich) <b>(tentative)</b>	25	26	27 Thanksgiving <b>OFFICE CLOSED</b>	28 <b>OFFICE CLOSED (TBD)</b>	29
30	Notes:					

**October 2014**

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**December 2014**

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27	28	29	30	31		



WE'LL GET YOUR RIDE ACROSS  
CALL 509-493-4662

Service operates three days a week:

**Monday, Wednesday and Friday**

Refer to schedule to plan your trip  
(and return trip options).\*

**Please call in advance**  
(to ensure bike rack availability).

**509-493-4662** OR  
**800-493-7606**

**Cost: \$1 per person**



Sponsored by:



*MATS provides transportation to the public for medical trips, essential needs and some limited work-force and educational access. Additional transportation is an extension of MATS commitment to providing its primary service.*

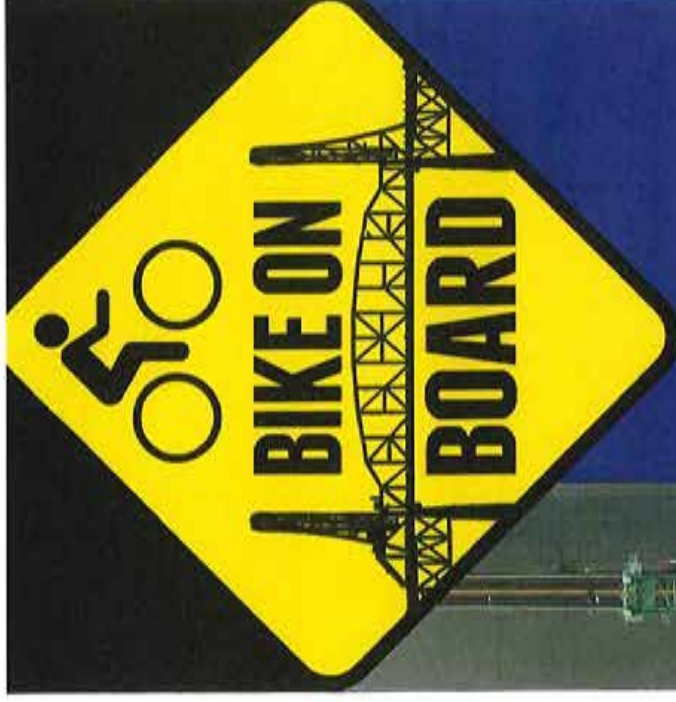
**Mt. Adams Transportation Service**

**509-493-4662**

[klickitacounty.org/senior/](http://klickitacounty.org/senior/)

For more information about crossing the bridge, other bike programs and resources, and connections to other public transportation in the Gorge, visit:

[gorgetranslink.com](http://gorgetranslink.com)



**TRANSPORT YOUR BIKE ACROSS THE HOOD RIVER INTERSTATE BRIDGE!**

Bicycle transportation provided by Mt. Adams Transportation Service across the Hood River Interstate Bridge is available now. Cyclists can be picked up in various locations on both sides of the river (in White Salmon, Bingen or Hood River) at scheduled times and transported by MATS across the bridge to a designated stop.





## Mt. Adams Transportation Service White Salmon/Bingen to Hood River Bus Schedule

**Mondays, Wednesdays, and Fridays** \*No service on holidays or due to severe inclement weather

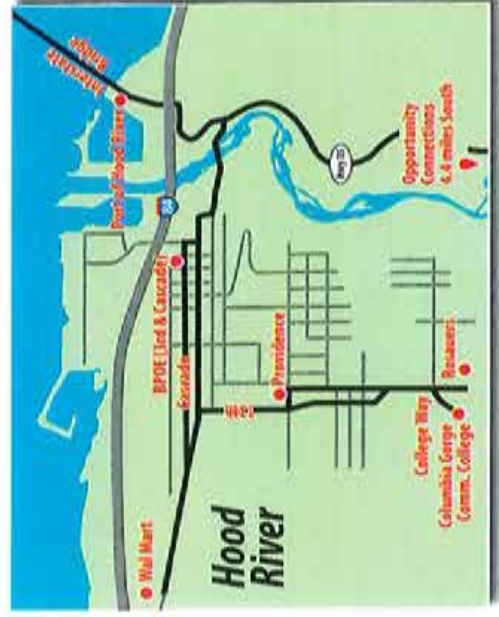


RUN 1	
WHITE SALMON LIBRARY	8:15 AM
OAK & HUMBOLDT, BINGEN (BANK)	8:17 AM
MCDONALDS (BINGEN)	8:20 AM
PORT OF HOOD RIVER*	8:25 AM
OPPORTUNITY CONNECTIONS (THOMSEN RD)	8:45 AM
3RD & CASCADE (BPOE)*	9:05 AM
WALMART*	9:10 AM
CGCC - INDIAN CREEK CAMPUS* ‡	9:15 AM
ROSAUERS*	9:17 AM
PROVIDENCE HOSPITAL*	9:20 AM
PORT OF HOOD RIVER*	9:25 AM
BRIDGE MART (BINGEN)	9:27 AM
OAK & HUMBOLDT, BINGEN (NAPA)	9:30 AM
WHITE SALMON LIBRARY	9:33 AM

RUN 3	
WHITE SALMON LIBRARY	1:30 PM
OAK & HUMBOLDT, BINGEN (BANK)	1:32 PM
MCDONALDS/BN	1:35 PM
PORT OF HOOD RIVER*	1:40 PM
OPPORTUNITY CONNECTIONS (THOMSEN RD)	2:00 PM
3RD & CASCADE (BPOE)*	2:15 PM
WALMART*	2:20 PM
CGCC - INDIAN CREEK CAMPUS* ‡	2:25 PM
ROSAUERS*	2:27 PM
PROVIDENCE HOSPITAL*	2:30 PM
PORT OF HOOD RIVER*	2:35 PM
BRIDGE MART (BINGEN)	2:38 PM
OAK & HUMBOLDT, BINGEN (NAPA)	2:40 PM
WHITE SALMON LIBRARY	2:43 PM

RUN 2	
WHITE SALMON LIBRARY	11:40 AM
OAK & HUMBOLDT, BINGEN (BANK)	11:50 AM
MCDONALDS (BINGEN)	11:55 AM
PORT OF HOOD RIVER*	12:00 PM
PROVIDENCE HOSPITAL*	12:15 PM
CGCC - INDIAN CREEK CAMPUS* ‡	12:20 PM
ROSAUERS*	12:22 PM
WALMART*	12:27 PM
PORT OF HOOD RIVER*	12:32 PM
BRIDGE MART (BINGEN)	12:35 PM
OAK & HUMBOLDT, BINGEN (NAPA)	12:37 PM
WHITE SALMON LIBRARY	12:40 PM

RUN 4	
WHITE SALMON LIBRARY	4:20 PM
OAK & HUMBOLDT, BINGEN (BANK)	4:22 PM
MCDONALDS (BINGEN)	4:25 PM
PORT OF HOOD RIVER*	4:30 PM
3RD & CASCADE (BPOE)*	4:34 PM
WALMART*	4:39 PM
CGCC - INDIAN CREEK CAMPUS* ‡	4:44 PM
ROSAUERS*	4:46 PM
PROVIDENCE HOSPITAL*	4:50 PM
PORT OF HOOD RIVER*	5:05 PM
BRIDGE MART (BINGEN)	5:08 PM
OAK & HUMBOLDT, BINGEN (NAPA)	5:11 PM
WHITE SALMON LIBRARY	5:30 PM



\*Stops in Hood River, Oregon  
 ‡ Stops not necessary on Fridays (CGCC not open on Fridays)

# ORGANIZATIONAL CHART



26 Total Staff