

Planning continues for Orchard Road airport runway shift

Efforts gear up this summer to get approvals that will lead to a major upgrade at Ken Jernstedt Airfield: a runway shift. A major step is vacating a portion of Orchard Road east of the traditional landing strip to allow for a 550-foot eastward relocation. The runway won't get any longer, but it will be placed away from one of the county's most heavily traveled roads – Tucker Road/State Highway 281, which travels within the runway's protection zone. By moving the runway farther east of Tucker Road, the Port intends to create a safer area for vehicles on the ground and in the air.

The Port plans to ask the Hood River County Board of Commissioners to vacate roughly 900 feet of Orchard Road, from a site north of Copper Dam Road to the airport's northern border. The request is an extension of the county's 2009 adoption of the Ken Jernstedt Airfield Airport Master Plan. When the County Commission approved that plan, they directed the Port to come back with a road vacation request when possible construction drew closer.

In June, the Port plans to ask the County Commission for a road vacation public hearing, which could occur at the Commission's August meeting.

A road vacation design has been developed by the Port's airport engineers, Century West Engineering, that shows Orchard Road ending north and south of the planned runway shift. Utilities have been contacted, and their easements are being designed. The biggest piece of the project is funding, and Federal Aviation Administration has identified \$1.7 million for the work. The Port would provide a 5% match to secure the federal grant.

The project is occurring in two stages, design and construction. Final designs for the road vacation and the runway shift are expected to be ready for bid if road vacation is approved.

Currently, two Orchard Road terminus designs are being developed. The first would create cul-de-sacs that would provide large turning areas on both sides of the runway.

The second would replace cul-de-sacs with hammerhead dead ends. Emergency services response, traffic counts and impact on road intersections have been considered in the Orchard Road design work.

Once final design and easements are in place, project bids would be advertised for summer 2012 construction. If the project advances with an Orchard Road vacation approval, the runway would shift 550 feet east, and its northern taxiway moved 35 feet from its current location. For the first time, the airport's runway protection zone would be entirely on Ken Jernstedt Airfield property. ●

Web Link **Airport Ordinance 23**
regulating conduct at the Ken Jernstedt Airfield was recently adopted by the Port Commission. Visit www.portofhoodriver.com for the complete ordinance language and provisions.

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Lot 1. Parking at Nichols Basin will be permitted in 2011, however overnight parking and launching of motorized watercraft are prohibited. The Port Commission has decided to allow free parking at the Spit this year to encourage parking at this site while keeping operations costs low.

Event Site Improvements

The Event Site had a facelift this winter. Event Site jetties were reconstructed and new stone placed on the beach. Crestline Construction repaired the groins by adding new rip-rap to raise elevations to previous levels. Crestline's work cost \$51,500, with engineered drawings and related permits bringing the project total to \$61,288. Event Site beach improvements cost an additional \$9,000, and consisted of installation and compaction of 225 tons of 1-1/2" rounded drain rock. Varying water levels in Bonneville Pool combined with water currents gradually erode the beach, which the jetties serve to protect.

Last year's Event Site hosts, John and Sharon Chow, recommended other improvements for 2011. This season, the Port has fit the following into its budget:

- Addition of speedbumps to slow traffic and raise awareness of pedestrians.
- Installation of more picnic tables.
- Ticket booth to open at 7:30 a.m.

The Chows will be returning this season as Event Site hosts.

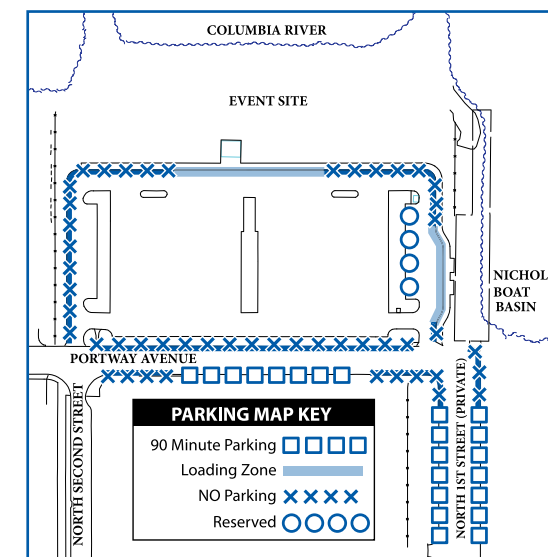
Event Site Revenues

Event Site improvements come with a price. In order to repair, maintain, and operate the park, the Port assesses user fees. The Event Site is generally the most heavily used site of the Port's and is the only park collecting fees this year.

Event Site passes will cost the same as last year. Annual passes are on sale at the Port office or at the Event Site booth. Annual passes for standard vehicles are \$50, and \$100 for overlength vehicles. Daily passes are \$5 and \$10 respectively.

Last summer, the Port had more complaints than ever regarding a variety of issues, from dog waste to sailors and kites jibing in the no jibe zone. Although the Event Site seemed to break a record for users and required more management, revenues were down 25% compared to years past. The changes park users will see this season are a result of efforts by the Waterfront Recreation Committee and Port Commission to improve the Event Site for all users, while promoting user fees to help with park upgrades and maintenance. ●

New parking plan for the Event Site area



PORT MEETINGS

Regular Port Commission meetings are held on the 1st and 3rd Tuesday of each month in its Boardroom at Marina Center Building (1000 E. Port Marina Drive). The Port welcomes your questions, comments and suggestions.

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Spring/Summer 2011

Change

by Michael McElwee,
Port Executive Director



Michael McElwee

Spring brings many changes to Port operations. In particular, our staff shifts focus on repair and maintenance tasks for the coming summer recreation season. This year, in addition, other

changes are underway that will have short and long-term effects on residents within the Port District and beyond.

High Water Response—

Significant snow pack throughout the Columbia River watershed has led to extremely high water conditions which aren't expected to recede until mid-July. High water covers the Sandbar and means access points on the waterfront are very limited. This has a particular impact on kiteboarders who need open dryland areas to safely rig and launch. Based on suggestions and input from the Columbia Gorge windsurfing and kiteboarding associations, the Port Commission agreed to open a portion of the Event Site for kiteboard launching through June 10 and the entire Marina Swim Beach until June 30. Having committed, proactive partners is essential in successfully managing waterfront recreation properties. The Port is very fortunate to have such partners in CGWA and CGKA.

Bridge Painting—High on the list of needed capital projects is painting key portions of the Port's bridge. A contractor will begin work this summer to remove pack rust, prime and paint the gusset plates and upper surfaces of the lower chords. Such capital maintenance is a crucial step to preserve the longevity of the 78-year-old steel structure. High angle painting is difficult under any

Port focuses on Bridge's long-term viability



There is no question the Hood River-White Salmon Interstate Bridge is deficient by modern standards, but it is an essential link between Oregon and Washington that will need to serve the region into the foreseeable future. Assuring the safety and useful life of the bridge is a pressing focus of the Port Commission.

Since bridge replacement appears unlikely in the near future, the Port has developed a 30-year operations plan for the bridge with projected costs for improvements and maintenance, and resources necessary to carry out a long-term plan.

Five major improvement projects have been completed on the bridge since the mid-1990s at a total cost of over \$16 million. Looking ahead, the Port must anticipate other capital upgrade and maintenance projects. In the next few years one of the most costly yet important projects is bridge painting.

Bridge Painting

Bridge painting has been on the Port's radar for several years. In 2007, the cost to paint the entire bridge was estimated at about \$20 million. That year, HNTB, the Port's bridge engineering firm, reviewed an inspection report and physically inspected several

bridge spans, concluding the bridge did not show coating failure that would require immediate complete paint rehabilitation. "Spot painting the bridge is a more economical option, and would still extend the useful life of the bridge, since there were no measurable structural losses due to corrosion," reports David McCurry project manager at HNTB.

Currently, planned efforts include painting only the lower "fracture critical" components of the bridge. In addition, regular inspections (every two years) will aid in monitoring the bridge's condition with respect to all connections for rust or corrosion. Depending on those inspections, a more aggressive painting program may be necessary down the road.

Even a partial coating process is expensive, estimated at roughly \$4,750,000 for the entire bridge, or an average of \$250,000 per span for 19 spans. "Estimating is hard because we don't know how many joints per span will require cleaning and painting," explains Port Finance Manager Linda Shames. "We need a painter with the right experience, and a bridge engineer who can determine

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Summer on the Waterfront

Changes are in store this year around the Event Site, as the Port continues to manage a variety of uses and interests at waterfront recreational sites.

New Event Site Area Parking Plan

Parking in the Event Site lot will remain essentially unchanged, but there are some significant changes outside the

Event Site park. The Event Site is used primarily as a windsurfing launch site, with kite pumping and drying permitted on the east end. But in the last couple of years, more patrons have come to the park for lunch or sightseeing.

Congestion has increased near the park entrance at North 1st and Portway Avenue, with many expressing safety concerns due to a crowding of parked vehicles and pedestrians.

There has also been a growing concern by the Port Budget Committee and Port Commission regarding reduced revenues at the Event Site and the Spit, and a growing gap between costs for operations, repair and maintenance, and park receipts. Since some Event Site users park outside the lot and do not contribute to overhead, a more structured parking plan outside the park is intended to promote safety for pedestrians and better accommodate short-term visitors to the Event Site, while collecting user fees from more significant park users.

Trainer kites will continue to be permitted on Lot 1 as a temporary policy. Parking will be allowed on Lot 1 only when the Event Site parking lot fills. When this occurs, free parking will be offered on

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The Event Site has an improved beach and reconstructed jetties for the 2011 season.

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Turtle Island Foods entered into a five-year lease for an additional 6,295 square feet of manufacturing/warehouse space in the Jensen Building. The Port completed \$35,000 of internal tenant improvements plus loading dock landscaping improvements. Turtle Island plans to install refrigeration, and will relocate approximately 35 jobs to the building, where the company already had 24,628 square feet in space. This agreement means Turtle Island occupies about 55% of the building, and that the Jensen Building is now fully leased. ●

Portway Avenue Improvements. Improvements to Portway Avenue will occur later this year. Four parts to this project include: an asphalt overlay on a 1,350 foot stretch of Portway Avenue between N. 2nd Street and N. 8th Street; a new sidewalk along the Jensen Building; replacement of the sidewalk in front of the Full Sail Building; and, if funding allows, construction of a 96 foot diameter cul-de-sac with sidewalk at the western end of Portway Avenue. The cul-de-sac will accommodate truck movements to nearby industrial properties at the entrance to the Hook. The sidewalks will include streetlights, trees, and landscaping. The estimated construction cost for all four projects is approximately \$390,000. Concept designs and preliminary construction estimates were prepared by Summersett Civil Engineering of Mt. Hood. ●

Frontage Road Multi-Use Pathway. A new multi-use pathway connecting the new Exit 64 interchange area to the pedestrian bridge crossing the Hood River is a likely result of the Frontage Road Crossing Feasibility Study. The Port was awarded a grant of \$901,328 from ODOT's section 1702 High Priority Funding to study an alternate crossing across the Hood River, known as Frontage Road. When the conclusion of the study was not to construct an additional roadway, a balance of the grant funds were requested to fund a road type project in the vicinity. Approximately \$350,000 is left of the grant, and ODOT gave preliminary approval to fund a multiple use pathway as a safer connection for pedestrians, cyclists, and others. WH Pacific, who holds the remaining funds open, will do design work, bid documents, and construction management of what will likely be a 1,600 foot long, ten foot wide pathway. ●

Marina Keyless Entry System. A Keyless Entry System was installed this spring at the Marina. The work included keyless systems at the vehicle gate, the main Marina moorage gate, and two handicapped restrooms. The system will be operational June 28.

"This will provide the Marina with better security and will eliminate some of our previous key maintenance," explains Melissa Halseth at the Port. "Sometimes moorage tenants lose keys, don't return them, or share them with the public. This new system will allow us the ability to inactivate access under certain conditions. We will also be able to monitor activity at the Marina by running reports." The Port is contacting slip holders to swap existing keys for cards.

The project cost \$14,888 for the system and 500 cards, and was installed by Secure Pro Technologies, LLC. The Port applied for a received a Safety & Security Matching Grant from SDAO of \$3,000 to assist in the cost of installing the new system. ●

1986-1991, and the Port of Anacortes, Washington, from 1991-1997. "This feels like the time in my life when I can make a meaningful contribution," Shortt relayed. "It will be nice to sit on the policy and direction side of the table this time, and not have to do the day-to-day administration." ●

Rich McBride was elected to Position #3, after being appointed to the vacated position in January.

Hoby Streich was re-elected to Port Commission Position #5. He has served on the Port Commission since 2002.

Port Commission election results



Brian Shortt was elected to Port Commission Position #4 in the May 17 election. He will replace Sherry Bohn, who served the Port of Hood River since 2001. Shortt expressed interest in becoming a Port Commissioner six months ago when he applied for Position #3 vacated by Kathy Watson. Rich McBride was appointed to that position, and Shortt decided to file for candidacy. Brian Shortt and his wife Karen have owned and operated Shortt Supply, a retailer of sports clothing and gear, since 1999. The business was located on 12th Street in the Hood River Heights until March of this year, when it moved downtown to the former Franz Hardware Building at 2nd and Oak streets. Shortt has extensive experience and knowledge about port operations. He was Executive Director of the Port of Klickitat based in Bingen, Washington, from

Web Link
Port offers high water temporary policies
 Unusually high Columbia River levels have resulted in temporary kiteboarding launching and landing at the Marina Beach and Event Site. Launching and landing at both sites must cease if other users, especially children, are present. Visit www.portofhoodriver.com for the latest news and dates for temporary use.

Monument Signs. Construction of the new monument sign at the former Western Power Building is complete. The sign header reads "Maritime Building," and matches the monument sign at the Halyard Building. ●



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 when something will need to be repaired or replaced. The \$250,000 per span gives us a budget estimate." The Port hopes to authorize painting of three to four spans per year over the next five years.

A growing emphasis on environmental, health and safety-related issues increases bridge painting costs. Mobilization and scaffolding are expensive, but removal and containment of lead-based paint according to EPA and OSHA requirements have added to the equation.

Long-Term Operations Plan
 In order to more accurately estimate the cost of operating the bridge for the next 30 years, including painting and other likely replacement, repair, or maintenance issues, the Port Commission directed staff to prepare a Long-Term Operations Plan. HNTB Engineers were commissioned to do major portions of the work in November 2010. The firm assembled a historic database of operating revenue and expenses, established performance objectives for the bridge, maintenance standards, and prepared a list of capital projects and associated costs reasonably expected over the next three decades.

Projected costs were based on three different deterioration scenarios: minimal deterioration, moderate deterioration, and extensive deterioration. These scenarios affected the timing and cost of such significant bridge projects as painting, foundation and substructure, decking, railing, and toll equipment.

The costs were then placed in an overall operations model to assess the impact of all three deterioration

scenarios with revenue assumptions over a 30-year period. Steve Siegel, a financial analyst with Siegel Consulting, performed the financial models, applying revenue limitations (such as weight restrictions) or revenue enhancements (such as toll increases) that allowed the Port Commission to determine what cost and revenue assumptions best meet the identified performance objectives for a 30-year operational plan.

"The model helps us determine what reserves we have, and what we need to cover assuming there won't be a new bridge for many years," Shames says. A moderate deterioration scenario anticipates over \$1 million spent each year for five years (through 2016), to cover bridge spot painting primarily, and outlays exceeding \$20 million by 2035.

Future Revenue
 On the revenue side, Hood River-White Salmon Interstate Bridge traffic is down about 3% from 2010. "Traffic from last year to this year was flat, which brought receipts down because more people are using BreezeBy. More than 50% of traffic is now discounted," Shames explains.

The Port actively pursues state or federal funding for projects such as painting through lobbying efforts, but the likelihood of such funding is remote since Congress has not passed a new Transportation bill and specific project appropriations at the federal level are not currently available.

The bridge operations scenarios were linked to a 10-year financial model maintained for general Port planning purposes. If bridge painting were covered entirely by Port funds, with no additional revenue, Port End-of-Year

Reserves would decline significantly by 2016. For this reason the Port's Budget Committee this spring supported a toll increase. The last bridge toll increase occurred in 1994, from 50 to 75 cents. BreezeBy users pay 63 cents to cross the bridge. Costs for maintaining the bridge are rising, yet Shames estimates if a new bridge were built, tolls would likely be in the \$3 to \$4 range. The Port Commission will deliberate on a toll increase later this year, and BreezeBy patrons should continue to receive toll discounts. ●

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circumstances – here it is particularly challenging due to constant traffic, weather and environmental requirements. Until a contractor is selected we will not know the specific method or timing of the work – or cost. Although our bridge engineer assumes a total cost not to exceed \$4.75 million and up to five years duration, we hope that a contractor with sufficient resources can complete it faster and more economically.

Tolling—For the second year, the Port's Budget Committee has recommended that the Port raise the bridge toll. Our Fiscal Year 2011-2012 budget now assumes raising the cash toll to \$1 and the BreezeBy toll to 75 cents starting in January 2012. A specific decision would have to be made by the Port Commission this fall. Although such an increase has not happened in over 15 years, the Commission is keenly aware that it would impact all bridge users, particularly commuters and businesses that use the bridge regularly. However, adequate funds for inspections, repairs and maintenance to assure that the bridge remains operational and safe for many years is the overriding concern. Unfortunately, we can expect very little in the way of federal or state assistance for these efforts in the years ahead. And, although the Port supports regional efforts to find political and financial support for a new bridge, the price tag alone, estimated at \$225-\$250 million, would indicate success is years away. For the foreseeable future, the existing bridge must continue to serve the crossing needs of the Mid-Columbia region.

Commissioner Bohn—Commissioner Sherry Bohn will be leaving the Port Commission at the end of June, having served as Port Commissioner for 10 years and as president of the board for three. When I began work at the Port in July 2006, it was my good fortune that Commissioner Bohn was board president. She is a skillful public official, requiring accountability, understanding issues, asking thoughtful questions, seeking input, and stating her positions clearly. Commissioner Bohn served the Port exceedingly well and the Port has benefitted greatly from her guidance and leadership. Thank you, Sherry. ●

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Halyard Building gains its first tenant

Real Carbon, Inc. is the Halyard Building's first tenant, leasing approximately 25% of the new LEED-designed building. The new space will improve the company's manufacturing capabilities, and accommodate recent and potential growth.



Wes Lapp (left) of Real Carbon checks tenant improvements at the Halyard Building with Port Executive Director Michael McElwee.

And, like many companies in the windsurfing industry, Real Carbon has diversified into other industries, finding customers in the local high tech cluster, including Cloud Cap Technology, Insitu and Hood Technology.

"It's an important market for us and we enjoy having local customers," explains company president Mike Graham. "About four years ago we got involved in the UAV niche and began experiencing growth. The next thing we knew, we were busting at the gills."

Real Carbon continues to manufacture parts for the sporting goods market, but its main thrust is now military parts. Containers and enclosures for communications devices are a big part of its product line.

Real Carbon offers design and prototype development as well as manufacturing of custom fiber parts. The company utilizes several forms of carbon fiber pre-impregnated with a high temperature toughened epoxy resin, commonly referred to as pre-preg. The company has been involved in a wide variety of composite products over its 23-year history. When prototype development goes well, Real Carbon enters into production. Manufacturing now makes up about 95% of its business.

Real Carbon employs 10 people, and once in the Halyard space, plans to hire a new full-time composite engineer to take the company to the next level, Graham shares. The Halyard Building offers the space to get to the next level, too. The company has a five-year lease with options to both extend and/or expand if space is available. "If everything works out, we'll be bursting at the seams there too," Graham suggests. Real Carbon will move into just over 5,000 square feet of space in June upon completion of tenant improvements by JWC Construction.

"I appreciate that the Port makes the effort to create new industrial space in Hood River," expresses Real Carbon Engineer Wes Lapp. "When we moved here there was lots of industrial space available. That is not the case anymore. When companies like ours need more space and can't find it here, the other option is moving. We like being in Hood River." ●

Web Link
Waterfront Events and Activities can be found online. Check out dates for Gorge Cup Race Series, Hood River Yacht Club races, King of the Hook, and more!
www.portofhoodriver.com/waterfront