

Port of Hood River

MARINA COMMITTEE MEETING MINUTES

Thursday, September 21, 2017 – 8:00 a.m.

Port Conference Room

THESE MINUTES ARE NOT OFFICIAL until approved at the next regular meeting.

Present:

Members: Josh Sceva, Steve Tessmer, Shawn Summerrett

Staff Members: Steve Carlson, Michael McElwee,

Commission: Brian Shortt

Absent:

Lance Staughton

The meeting was called to order at 8:10 by Josh Sceva.

1. Additions to Agenda: None

2. Minutes from August meeting approved.

3. Marina Manager Report.

Carlson discussed winterization of marina facilities, additional marina electrical adjustments and status of Lepke vessel Topaz moored outside the marina. Lepke to be offered a slip in accordance with the Marina Waitlist criteria.

4. Dock walk reports

A Dock- Sceva identified a cord in the water at slip A28. Staff to follow up.

B Dock- No report.

C Dock- Tenant items on docks, fingers, cords in water. Staff to follow up.

Boathouse Dock- 1 Tessmer suggested that the boathouse electrical feeders be inspected for possible chafing.

Youth Junior Sailing- Shawn Summersett reported that youth sailing was over and equipment had been removed from dock. Discussed possibility of Port owning low freeboard docks to be used by GJC and High School sailing programs.

6. Discussion Topics.

Guest dock and marina improvements. Members and staff discussed possible guest dock improvement concepts. Tessmer mentioned importance of relocating Sheriff dock, provided diagram of possible configuration beside gas dock. Sceva expressed interest in the Concept Plan E previously provided by the OSMB that puts the guest docks at the south basin. Sceva, Tessmer and Summersett discussed the expansion possibilities for A and B docks. Committee agreed that permitting and piling work for marina expansion should coincide with any guest dock project. Carlson and group discussed possibility of utilizing existing spreaders at guest dock and replacing the floats only. Short suggested that we should work together with Cascade Locks and the Dalles in promoting use of facilities by cruisers. Short suggested that we seek funds associated with Coast guard use of facilities, thought The Dalles had done so. McElwee discussed combined permitting effort for guest dock improvement and marina expansion. Compelled group to select an OSMB plan that was acceptable and reminded group that the existing facility is in rough shape. Discussion of replacement of existing facilities only and or expansion. Sceva proposed keeping existing marina assessment or some version of it to fund marina improvements. Carlson indicated that marina is at 100% capacity with long wait lists. Short said 90% occupancy is desired suggesting that expansion is needed.

7. Oregon State Marine Board representatives

Janine Belleque, Jeff Smith and Joseph Glossop arrived at 10:00am.

Belleque presented information to group. Presentation highlights included: Rules pertaining to launch ramps and tie up docks have changed since OSMB provided concepts to the Port. Keeping our tie up dock in the same location and configuration is problematic with new regulation. OSMB uses Oregon Department of Fish and Wildlife statistics to determine traffic at facilities. Asked Port and Committee who we are trying to serve and who our typical users are. OSMB facilities are designed for use by visitors only and are not to be used by local marina community. Federal funding available only for docks used by 26' or greater vessels from out of the area. Proximity of existing tie up and transient dock prevents future federal funding. Separating of docks could enable use of federal funds. Both OSMB and Federal agencies can demand return of funds if facilities are not used in manner intended by funding. Current dock could not be replaced or repaired (significantly) as configured due to A.D.A., light transmission and other regulations. Any addition to existing facilities would require complete replacement. OSMB funding has a 30 year term of agreement with recipient and Port must comply with originally intended usage. OSMB does not provide funding for overnight tie ups unless federal funds are also involved. OSMB primary focus is on funding of ramps, Fuel and pumpout facilities, launch docks associated restrooms and parking areas. Projects that qualify for OSMB funding typically get 75% OSMB/ODFW funding with a 25% match from recipient. Port and community could contribute in a variety of ways to reduce the 25% cash match requirements. OSMB has a relatively low investment in the Port's facilities and advocates for replacement instead of repair. Replacement and compliance with new regulations in current location would reduce number of available parking spaces.

Presentation commentary from OSMB:

OSMB would like gas docks and tanks to remain in their current location. Belleque: Asked if we needed the east dock. Asked who we are building these facilities for? Day users or visiting cruisers. Funding different depending on intended user group. Belleque recently spoke with Columbia Cruisers association who indicated a lack of interest in visiting the gorge due to kite and windsurf traffic in the river and concern about depths in the Marina Basin. Belleque asked if we had studied users and a masterplan that accounts for future growth. Suggested that we survey cruisers visiting Hood River: Boat Length, Fuel Capacity, length of visit, home port, etc. Asked if ramp was in right location for future growth. Smith asked if we needed the windbreak on the dock and said it would be difficult to replicate with modern regulations and is of the opinion that the dock facilities are in need of immediate replacement. Advocated for relocation of ramp to NW marina basin, would eliminate need for windbreak. Indicated that small boat overnight moorage ties up ramp parking and reduces usability. Said overnight tie up dock could remain in the east basin. Thought that the 1972 boat ramp and docks was a Corps

of Engineers project and was one of two left on the Columbia. Wondered how many short term tie ups we have and where they park. OSMB staff estimated that replacement of existing docks and ramp (not including parking lot) would cost +/- \$1,000,000. \$2,000,000 for relocation of facility to NW basin.

Presentation comments from Committee and Staff:

McElwee: Port's primary need is to replace ramp and associated tie up dock. Asked if design could include provision for future expansion. Funding of any improvement would have to come primarily from OSMB. Inquired if OSMB's application efforts could include Port marina expansion as well- could under certain circumstances and would involve additional port funding. Asked Belleque about access to federal funding opportunities- ODFW monies that come with an OSMB grant include a substantial amount of Federal funds. Port can provide traffic numbers and other data for funding purposes.

Short: Foresees significant growth in demand for Hood River Facilities. Mid Columbia has great cruising capability but little infrastructure to support it. Wants to study cruiser potential for area, combine efforts with Cascade Locks and The Dalles. Port could and others could promote Mid-Columbia cruising at Boat Show and other venues.

Tessmer: Suggested that the existing facilities are a hindrance to visiting cruisers, any improvements should have capacity for larger vessels. Proposed expanded gas dock / tie up dock at East basin. Thinks Marina Park are is underutilized. Presented conceptual diagram of relocated Sheriff boathouse. Belleque indicated that OSMB funding cannot involve law enforcement facilities. Sceva: Indicated that Hoor River Yacht Club seeks a launching hoist, Belleque indicated that hoists are very expensive. Inquired about OSMB funding of paddlesprt facilities. Belleque said that funding was available in certain circumstances.

Prepared by Steve Carlson