

Airport weather reporting system installed

Pilots flying into and out of the Ken Jernstedt Airfield have a new tool to brief them on weather conditions at the airport. The Port of Hood River recently installed an Automated Weather Observing System (AWOS) as a result of an FAA grant.

Pilots may now tune in to 134.375 radio frequency or call 541-386-2386 to learn current weather variables like wind speed, temperature, ceiling height, and pressure, all relayed by voice. This will aid pilots in planning flights, and provide beneficial information for correct takeoffs and landings.

The AWOS is equipped with electronic weather instruments, such as a thermometer, barometer, and anemometer, posted high on a tower. An internal computer converts the recorded data to a voice output.

Ninety percent of the \$154,000 system was covered by the Federal Aviation Administration (FAA). Each year, the Ken Jernstedt Airfield in Hood River is eligible for \$150,000 in grant funding from the FAA to upgrade the facility and keep air travel safe.

"This helps Hood River's Airport become a stronger part of the national airport system," according to Port marketing manager Mike Doke. "Our area's weather is very changeable and hard to forecast, so this system will be very useful to pilots."

Century West Engineering, the Port's airport engineering consultant, set up and tested the system this spring, and applied for the FCC radio frequency license. "The AWOS is a pretty comprehensive report of the current weather conditions," explains Joe Roshak, Engineering Manager at Century West. "This will help the aviation community, one of the largest users of environmental data."

Once the radio chip is installed and the system is up and running, the Port will issue a NOTM, or Notice to Airmen, and will advertise the information in airport facilities books.

WHAT WILL THE AWOS REPORT?

- ✈ Wind Speed
- ✈ Wind Direction
- ✈ Ambient Air Temperature
- ✈ Dew Point
- ✈ Atmospheric Pressure
- ✈ Visibility
- ✈ Cloud (Ceiling) Height
- ✈ Precipitation Accumulation (rainfall amount)
- ✈ Precipitation Type (drizzle, rain, snow)

Mike Doke (right), Port marketing manager, was instrumental in obtaining the new AWOS System. With Mike is Joe Pounders, Port maintenance manager, who will oversee on going maintenance of the system.

Bridge Closure *continued from page 1*

advertised, or open more than expected," explains Hoyle. "The schedule we set should be worse-case scenario. We don't want people to wait longer than they're expecting, but if it's less, we hope they'll be pleased."

Many local residents know Ed Hoyle, who worked for Klickitat County from 1978 to 1995 wearing many hats as County Engineer, Public Works Director and County Administrator. After his retirement from the county, he consulted independently in project administration, and was hired by HNTB Engineers in December specifically to manage the Hood River Interstate Bridge project.

The new deck surface, again an open grid design, will be smoother and quieter than the existing decking, which has been in place since 1952.

The Port of Hood River is assuming the cost of the \$7.5 million project with bonds to be paid over time. \$1.35 million in federal funding is earmarked for the project. No bridge toll increase is anticipated, since 25¢ of tolls is dedicated to a bridge improvement fund.

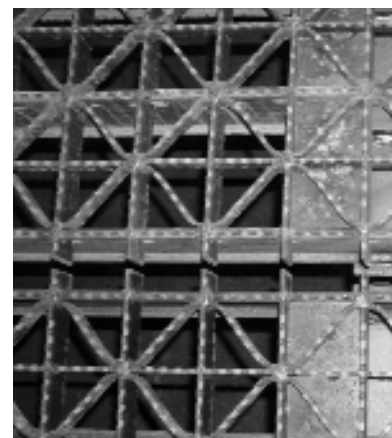
Historical structure's life extended

The Hood River Interstate Bridge was built in 1924. In 1937, the bridge was virtually rebuilt to convert the fixed channel span to a lift span when water levels were raised by the Bonneville Dam. At that time, lift towers were added, nine of the deck spans were raised, and 11 deck spans were installed. The Port of Hood River purchased the aging bridge in 1950, and quickly initiated many projects to upgrade the condition and safety of the structure.

In the early '90s, the Port Commission hired HNTB Engineers to study the Hood River Interstate Bridge and recommend improvements to extend its useful life. To date, the following of major projects have been completed:



The old deck's square grid hits tires straight on, creating noise.



The new deck's criss-cross grid will result in less noise and less shiftness.

- ★ The seismic retrofit for earthquake resistance
- ★ Bridge strengthening for increased truckload capacity
- ★ Widening of the curved portion of the Washington approach
- ★ Upgrading of the electrical and mechanical systems of the lift span

Redecking is the final project of those advised by engineers just over 10 years ago. The critical link between Oregon and Washington in the central Columbia Gorge will now provide 20 more years of useful service to residents, commuters and visitors.

New deck panels are being welded to stringers in Vancouver, Wash., then transported to Hood River. Rail posts will be attached in Hood River prior to placing on the bridge. New guard rails will be the final addition.



Spring 2004

BRIDGE CLOSURE SCHEDULE

Single-Lane Closures

Monday-Thursday:
7:30 a.m. – 4:30 p.m.
Friday: 7:30 a.m. – 3:00 p.m.
Allow for up to 20-minute delays during these times.

FULL Night Closures ★

Tentatively beginning last week in May
Sunday-Thursday
10:30 p.m. – 5:00 a.m.
Commuters during these hours must detour over Cascade Locks or The Dalles bridges.

Bridge users can subscribe to the Port of Hood River's email notification list for updates on bridge construction and closure schedules.

Please log on to the Port's web site portofhoodriver.com to subscribe.

Toll free Bridge Closure Info
877-BRIDGE-0
(877-274-3430)
or locally at 541-386-6832.

For further details, contact the Port of Hood River at 541-386-1645 or email porthr@portofhoodriver.com.

Hood River Bridge night closures begin soon

Preliminary work on the Hood River Interstate Bridge redecking has been under way since January, and the project is nearing the new deck span installation phase. This phase will require night closures, beginning late May or early June.

According to Ed Hoyle, project manager with Port consultant HNTB Engineers, who has set up a temporary office at the Port of Hood River building, the project is on track for completion in mid-2005.

Although most recent work has been out of sight, substantial accomplishments have taken place under the bridge structure. Crews from contractor Christie Constructors, Inc. have been replacing rivets with high-strength bolts, and painting them with protective coating. They have reinforced several diagonal members and have replaced stays connecting the main and auxiliary trusses.

During the planning, contractors verified all measurements of the bridge panels and submitted drawings of each new panel for approval by HNTB Engineers in order to meet all current design criteria. These specifications then went to fabricators.



To date, most work has taken place underneath the bridge deck.

"It's like one very big Erector set," explains Hoyle. "Each project piece, down to every bolt, is marked with a unique number designating its exact location on the bridge." Under fabrication are 201 deck panels

with five new stringers under each panel, 1,234 bridge rail posts, a thousand splice plates and a myriad of connectors, all with specific drill patterns for connection.

Deck panels have been fabricated in Pittsburgh, Penn., then shipped to Universal Structures in Vancouver, Wash. Those deck panels started arriving at the end of March, and Universal Structures is welding the deck material onto stringers.

Meanwhile, Christie Constructors is producing the bridge rail posts and connection assemblies at its homebase in Richmond, Calif. These rail posts, the deck and stringers are being shipped to Hood River and assembled by Christie Constructors at the bridge project staging site next to the Port of Hood River Expo Center. The result of the assembly will be 20' x 20' deck pieces that will be hauled to the bridge. Construction crews will attempt to deliver and install two panels per night as possible.

Prior to installing the new panels, work crews will cut welds holding existing deck panels in place and make temporary bolted connections. During night closures, the existing panels will be unbolted and removed. New panels will then be placed and permanently bolted in place—along with new bridge rails—before opening to traffic each morning.

This method for replacing the bridge decking will mean that for periods of time each night absolutely no bridge crossing can occur. As the Hood River Interstate Bridge is the only Columbia River crossing within 20 miles in either direction, the inconvenience will be experienced by many.

Keeping the public informed

The Port of Hood River has held meetings over the last two months with emergency responders, major employers

www.portofhoodriver.com

and the general public to inform interested parties about the project and the prospective bridge closure schedule.

The Port has also generated an email notification list, a bridge information telephone line, and continually updates its web site with pertinent bridge project information. (See sidebar at left for notification information).

In addition, five portable highway message boards keep travellers informed of closure schedules. They are located eastbound and westbound on I-84 and SR 14, as well as northbound on SR 35.

The bridge closure and project schedule is subject to revisions dependent on the timely arrival of materials from the various suppliers. "At times, the bridge will be closed for shorter periods than

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PORT OF HOOD RIVER

PO Box 239
Hood River, OR 97031

PRSR STD
U.S. POSTAGE
PAID
Permit No. 700
Portland, OR

Port budget reflects strategic planning for upcoming decades

by Mike Doke

Budgets typically look toward the coming year when identifying community improvements. The Port of Hood River's 2004-05 fiscal year budget does that while taking a long view toward the next two decades. The '04-'05 budget—and its main focus, the Hood River Interstate Bridge—is built on maintaining and creating vital links to the future. Hood River Interstate Bridge's \$7.5 million redecking project will be well under way when the proposed new budget takes effect July 1, the first day of the new fiscal year. The Port Budget Committee recommended at its annual April meeting that \$4.5 million be earmarked to complete the project, which is designed to increase the life of the 80-year-old bridge another 20 years.

Bridge Top Priority

Bridge redecking represents nearly 45 percent of capital projects envisioned for '04-'05. Other major projects include development of a modern office building at the Port's Wasco Business Park for a Hood River company, installing a traffic counter system at the Interstate Bridge's tollbooth, utilizing federal funds to purchase select property neighboring Ken Jernstedt Airfield, and supporting Columbia Gorge Community College's new Hood River location at the Port's Big 7 building. The Port also hopes to sustain other local companies by securing land to facilitate job creation.

These were the major items recommended in the proposed '04-'05 budget, which will come before the Port Commission for adoption in June. All five Port commissioners plus Port district residents Joe Sheirbon, Tom Drach, Kathy Watson, Mike Benedict and Felix Tomlinson sit on the budget committee. Sheirbon serves as committee chair; Drach is secretary.

Active Year

As budget committee members pored over financial numbers for the coming 12 months, they had a chance to review accomplishments in the current 2003-04 budget year. The Port sold one of its final pieces of property at the Diamond Cannery project, the Columbia Building, and will use sales' proceeds to develop the building at Wasco Business Park for a Hood River firm, reported Port Executive Director Dave Harlan.

The Port continued to work with Columbia Gorge Community College on a new campus location in downtown Hood River, which will create new educational and work force training opportunities for Columbia Gorge residents. In addition, the community college site will be home to a cutting-edge technology center. The Port secured \$200,000 in federal grants to equip the facility. The community college is expected to locate on the top floor of Big 7—the Port's only remaining Diamond Cannery property.

The Port provided a west coast site for a new company, Homeshield, at the former Western Power Products building on the Hood River waterfront. Homeshield is a major supplier to another new Hood River County business, Cardinal IG of Odell, and both companies are seeing healthy growth.

The Port had a bittersweet experience in regard to its waterfront property. The agency secured an initial agreement with a well-respected developer, William Smith Properties of Bend, to create a mixed-use development on the waterfront, but a long-sought zone to allow the project is still being negotiated with the City of Hood River. A planned Second Street realignment, a shoreline pedestrian path and park development remain on hold until waterfront zoning is finalized.

Budget Tightens

While budget committee members reviewed these achievements, they became aware of the Port's tightening financial position. The proposed 2004-05 budget represents a 2.6 percent decrease in revenues and spending compared to the current fiscal year. That is a situation that may be exasperated in the years to come as public facilities—including popular assets like Hood River Expo Center, Hood River Event Site, Hood River Marina Park and Ken Jernstedt Airfield—rely more and more on support from other sources. Combined, these four areas represent a \$255,860 deficit on the Port's balance sheet, a quarter-million dollar shortfall currently propped by other Port activities. The Port's ability to continue this support may be slipping away, Harlan told the budget committee.

For example, the states of Washington and Oregon are working toward replacing Hood River Interstate Bridge, and many reports indicate a new span may be completed within 20 years, the executive director said. If constructed by the states, the Port would not own the replacement structure and would see its bridge toll revenues evaporate.

"The Port of Hood River today faces a daunting challenge—maintaining the Hood River Interstate Bridge as if it needs to continue to serve the Mid-Columbia region for another 40 or 50 years while planning for the potential loss of toll bridge revenues in a considerably shorter time frame when a new crossing is completed," Harlan said in his budget message.

Hood River Expo Center, Hood River Event Site, Hood River Marina Park and Ken Jernstedt Airfield rely more and more on support from other sources. Combined, these four areas represent a \$255,860 deficit on the Port's balance sheet, a quarter-million dollar shortfall currently propped by other Port activities.

"If there is a possibility that a new Columbia River crossing could be constructed by the states in the next 15 to 20 years, those lead times suggest that the Port must begin moving aggressively to create new income streams or face some very difficult decisions when bridge revenues end," Harlan continued. "Replacing revenues from the bridge will necessarily involve accumulating other revenue-producing assets," he said.

"We need to reduce subsidies and increase revenues," Harlan told the budget committee.

The proposed 2004-05 budget includes a strategy that reflects that outlook. The document includes some funds to strengthen Hood River County's supply of ready-to-develop industrial property—a goal echoed by the Hood River County Economic Development Action Plan, the State of Oregon and the Port's own Strategic Plan.

"Finding new sites that we can cost-effectively develop to accommodate growing companies and develop replacement revenues must be a top priority in the coming year and in subsequent years if the Port is to respond to, and be prepared for, the eventual loss of toll revenues," the executive director concluded.

Copies of the proposed 2004-05 budget are available for review at the Port office.



Summer 2004 waterfront calendar

June 5-6 Gorge Fest Expo on the Green
Live music and vendors on the Marina Green. For more information, visit www.gorgefest.com

June 25 - July 4 Thomas the Tank Engine
visits the Mt. Hood Railroad, with waterfront parking and shuttles available. Online at www.mthoodrr.com.

July 4 Hood River Lions Fireworks Display
The Spit will be closed July 2 to July 4, reopening July 5 after cleanup

July 10 Hood Fest features live music, food and vendors at Port Marina Park Marina Green.

Port recreation sites summer update

Beginning 2004, the **Daily Pass** at the **Port of Hood River Event Site** will increase to \$4 per day. The **Season Pass** will remain at \$50. Use of all other Port parks will be free.

The Port of Hood River appreciates patrons following posted **park rules and regulations**. A special reminder that dogs must be on leashes at all times, except for early morning at the Spit and the Hook, and late evening at the Hook.

Please **clean up after your pet** to help keep our beaches, grass and walkways clean.

Lost and Found is located at the Port Services Building across from the Hood River County Historical Museum at Port Marina Park. The phone number for Lost and Found is 541-386-3200. Please do not leave your equipment unattended!

Kiteboarding is permitted only on the Spit and Hook properties. Visit www.portofhoodriver.com for kiteboarding guidelines and launch zones.

July 10-18 Gorge Games activities throughout the Gorge, with the Blowout ending at the Hood River Waterfront and the kiteboarding event held at the Event Site. Online at www.gorgegames.com.

July 22-25 Liquid Energy Windsurf/Kiteboard Competition, a fun and competitive celebration of Oregon's watersports. Located at the Port of Hood River Event Site.

July 31 American Diabetes Bikathon located at Marina Green.

August 25 Early Ford V-8 Club at Marina Green.

September 6 Cross Channel Swim sponsored by the Hood River County Chamber of Commerce. Swimmers board the Sternwheeler 'Columbia Gorge' at the Port of Hood River Cruise Ship Dock.

Newest Port tenant poised to "clean up"



Servpro staff, from left to right: Trevor Marquis, Joel Olsen, Lisa O'Neal, Brian Ross, Robert Tubbs, Jeanne Brady, Mike Heiser, and Ken Gatewood.

For a company that specializes in catastrophic damage restoration, answering the phone, "It's a great day at Servpro," seems insincere. But Servpro's crew deals with disasters on a daily basis, and gains gratification in helping put people's lives back together with quality service.

The local Servpro franchise, founded by Joel and Annette Olsen in July, 2001, is the newest Port tenant at UTS Portsite. The company takes the national franchise doctrine to its highest level, providing many more services than the typical franchisee.

Servpro is best known as a cleaning and restoration company, offering smoke, fire, water, sewer and mold damage restoration. "We are a turnkey business," Olsen explains. "We take care of all the customer's needs, and the end result should feel 'like it never happened.' That's the company motto."

Generally, jobs entail carpet, upholstery and/or drapery cleaning, but Servpro restores all contents possible, including fine art and jewelry. What sets the local franchise apart from the average Servpro is that Olsen is also a general contractor licensed in Oregon and Washington, enabling the company to address structural issues.

"Currently, we are finishing a duplex that burned three-quarters to the ground. We started from the ground up, rebuilding the entire structure," Olsen says. "When we take on a job, we are there from the beginning to the end." The company sub-contracts electrical, plumbing and HVAC (heating, ventilation and air conditioning), as most general contractors do.

Olsen started his business with one service truck, adding a second truck at the end of last year. The company is commonly referred by insurance agents, adjusters, property managers, realtors and plumbers.

The national headquarters also refers accounts to area franchisees. On occasion, it unites franchisees into a catastrophic loss team, pooling resources to respond to large disasters, such as fires and floods.

Servpro offers 24-hour emergency response, and with the help of an after-hours answering service, always answers its phones. When Servpro receives a call about a job, strict response timelines must be followed. The client must be called within one hour of the initial call, have a project manager on-site within four hours, and a report to the insurance company within eight hours. "It's called a first notice of loss," Olsen describes. "Once that phone rings, the clock starts ticking."

That fast service combined with the friendly, caring attitudes make Servpro a model of customer service. In addition, bright green trucks, orange logos, and uniform codes give the company a slick appeal that sets it apart from competitors.

A need is now obviously being met in the regional territory, as the company added seven employees in two-and-a-half years, and plans to add more soon. And, in three years in business, no employee has worked less than 40 hours per week, according to Olsen.

Servpro's new office and warehouse space at UTS Portsite offers the additional space needed for growth, and is also closer to the majority of its work, enabling it to improve response time.

Olsen's Servpro serves east Clackamas, NE Multnomah, Hood River, Wasco, Moro, Gilliam and Sherman counties. It also goes out of its licensed territory when called upon, often working in Skamania and Klickitat counties, and points east.

The company's new focus is development of commercial janitorial services, which Olsen says is competitively priced. "Because we have the cleaning equipment and the experience, we feel very capable meeting that need," Olsen relays. "That service is more structured. It means we can provide more jobs."

Olsen hopes to add one more service truck and two more crew members this year for Servpro's emergency services, as well as another truck and two to four positions for its developing commercial janitorial services.

Another unique service Servpro offers at little or no cost is a Disaster Recovery Profile. This entails a detailed evaluation and plan of attack in the event of disaster.

Servpro corporate gives franchisees latitude in training and ability to do as little or as much as businesses choose. Most are content cleaning carpets, draperies and upholstery, and fire/water damage clean up. Other owners, like Olsen, have higher aspirations.

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PORT MEETINGS

Regular Port Commission meetings are held on the 1st and 3rd Tuesday of each month in the Expo Center Conference Room. The Port welcomes your questions, comments and suggestions.