

continued from **Breeze By** on page 1

How do you set up Breeze By?

Bridge patrons can set up personal or commercial accounts at the Port office, by phone, by mail, or very soon online on the Port's web site. Accounts can be set up and replenished using credit cards, debit cards, auto-draft accounts, check, money order, or cash. Cash deposits should be made in person, not by mail.

What does it cost to set up a Breeze By account?

Personal accounts require a minimum \$20 initial deposit, though the Port office recommends deposits of at least one month's worth of tolls. Automatic replenishment will occur when an account reaches a minimum balance of \$10, or can occur manually. Personal accounts can be

linked to more than one vehicle, and the first three transponders are free.

Commercial accounts can be initiated with a deposit of one month's usage. Automatic replenishment will occur when the account reaches 10% of the monthly use amount. Commercial accounts will receive the first six transponders free.

Are other costs involved?

There are no other costs involved unless more than the allotted number of transponders is needed. Additional transponders cost \$15 each for internally mounted, \$27 each for externally mounted.

How do you manage your account?

Automatic replenishment is the easiest way to manage an account. Breeze By patrons can set up automatic

replenishment with a checking account, credit card or debit card. The Port can email or mail monthly statements if desired. If customers opt to manage their accounts manually they will receive email reminders when accounts reach low balances. At the Breeze By gate, a yellow light will flash before the green light to let users know when their accounts are low.

Can anyone use my transponder?

Once a transponder is in place, it should not be removed. They are not transferable. Removing a transponder damages and deactivates it. If a transponder is stolen, it will be deactivated once the Port is notified. Lost or stolen transponders will cost \$15 to replace.



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

PORT OF HOOD RIVER

PO Box 239
Hood River, OR 97031

Past Commission President reflects on active year

by Sherry Bohn

One word—synergy—describes the efforts and successes of the Port of Hood River's past fiscal year, which ended June 30. Synergy is defined as "cooperation and/or the combined working together of two or more parts of a system so that the combined effect is greater than the sum of the efforts of the parts." It describes a hoped-for or real effect resulting from different individuals, departments, or companies working together and stimulating new ideas that result in greater results.

2006-2007 has seen its share of successes, challenges and excitement. With the departure of David Harlan in November 2005, the Commission took on the task of finding a new executive director. After lengthy discussions, the Commission decided that while searching for a new executive director, the existing staff, with the help of the Commission, would move forward on a variety of projects. These projects included the Second Street Extension, the transfer to the city of Lot 6 for a community waterfront park, and the relocation, consoli-

dation and modernization of Port offices. We also wanted to initiate installation of an automated tolling system in a new toll plaza. At the same time we began the process of seeking federal money in order to conduct a feasibility study for a new vehicle crossing that could connect the waterfront to the Port of Hood River Marina, and help alleviate traffic congestion at Exit 64.

In July 2006, after an extensive selection process that included input from many community partners, Michael McElwee was hired as the new executive director. He quickly got up to speed by meeting with a long list of individuals in order to find the "pulse" of community, while implementing the decisions and policies the Commission had put into place. These included closing property transactions in the Wasco and John Weber Business Parks, participating in discussions on the community's shortage of industrial land and affordable housing, and directing the study for the adaptive re-use of the Port's Expo Center. This study culminated in a Memorandum of Understanding with Da Kine for a property purchase for their corporate headquarters.



Sherry Bohn and Kibe

McElwee began increasing understanding and awareness of Port activities within the local community by identifying opportunities for successful partnerships within key public agencies and private business. He also began the process of drafting a Waterfront Development Strategy, which is now before the Commission for review. In November 2006, the waterfront changed dramatically when a flood event deposited 1.5 million cubic yards of Mt. Hood sediment at the mouth of the Hood River. Port staff was, and continues to be, instrumental in coordinating the combined efforts between the Port of Hood River, Oregon Department of State Lands, Columbia Gorge Windsurfing Association and Columbia Gorge Kiteboarding Association to assure safe river access for all users regardless of river levels. The impact of the "Delta" on waterfront development opportunities and recreational access continues to be an issue as we move forward in 2007 and 2008.

PORT DIRECTORY

Commissioners

Fred Duckwall Don Hosford Kathy Watson
Sherry Bohn Hoby Streich

Executive Director - Michael McElwee Contact

Telephone(541) 386-1645
Fax(541) 386-1395
Emailporthr@gorge.net

www.portofhoodriver.com
Newsletter Production - Pageworks Design, Inc.



The Hood River Interstate Bridge

by Michael McElwee, Port Executive Director



Michael McElwee

The recent failure of the I-35W Bridge in Minneapolis on July 31 compels consideration of the integrity of transportation

infrastructure nationwide. In our community, numerous bridges and roadways serve as key transportation links. The Hood River Interstate Bridge is one—a vital connection between Oregon and Washington. It must be inspected, operated and maintained to assure safe passage across the Columbia River. This is the responsibility of the Port of Hood River.

The Port has owned the bridge since 1950. It is 4,418 feet long and consists of 19 steel truss spans, 2 steel beam spans, and 9 concrete t-beam spans. Most of the truss spans were first erected in 1924 and were designed for vehicles lighter than those of today. The truss span over the navigation channel is mechanical and is lifted periodically for passage of taller river vessels.

Inspections – Regular inspections are crucial to anticipate repair and maintenance issues before they become problems. Our bridge is inspected regularly in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration. These include:

Please see **Bridge** on page 3

New toll lanes allow bridge users to BreezeBy

The light at the end of the tunnel for the Port's Toll Plaza Improvement Project turns out to be the electronic bypass lanes at the south end of the bridge.

Many months of bridge construction, including the dreaded night closures, should have a happy outcome. For several weeks now, the outside bypass lanes have been used exclusively for vehicles with bridge tickets. In mid-September, the Port will launch its new Electronic Toll Collection (ETC) system, "Breeze By."

Port Finance Manager Linda Shames, who is managing the project, conveys there is a lot of excitement about the bypass lanes, and even more about electronic tolling. "Prior to this project, we had two problems," Shames relates. "One was traffic congestion at the intersection, the other was more traffic than toll collectors could handle. The bypass lanes have solved both of these problems. Although there is still some congestion at Exit 64, we no longer have back-ups from the toll plaza to the 4-way stop. ETC will further reduce stress on the toll collectors."

A pilot test group begins using transponders in mid-August, testing unique situations in order for the Port to verify transponders are reading correctly. In mid-September, the Breeze By program will open to the general public.

The Port will continue to accept bridge tickets for patrons who prefer that method, however ticket and cash



Port Commissioner Don Hosford (second from right) prepares to cut the ribbon at the opening of the northbound bypass lane in July with Port Executive Director Michael McElwee (second from left). Raleigh Larson (far right) and Mike Bunnell (far left) of Wildish Standard Paving Co. are also pictured.

customers must use the inside manual toll collection lanes (under the toll plaza canopy). Customers may also convert bridge tickets to transponder accounts at the Port office.

gate opens after the toll transaction. Drivers using Breeze By will be able to pass the toll plaza at around 5 mph without stopping, or even opening a window.

Who can use Breeze By?

Anyone can use Breeze By in any of the four toll lanes: drivers of automobiles, trucks, or motorcycles. Motorcycles and some vehicles must use an externally mounted transponder. Breeze By users will receive 20% toll discounts.

BREEZE BY Basics

What is Electronic Tolling, and how does it work?

The Port's new electronic tolling system utilizes reader card—or transponders—mounted in vehicles identifying people enrolled in the program, an overhead antenna reads the tag, and an automatic

Please see **Breeze By** on page 4

WAAAM presents a living history of aircraft and automobiles

Hood River joins McMinnville and Seattle as destinations for Northwest aviation museums, but our local offerings may have an edge over traditional transportation museums.

The new Western Antique Aeroplane and Automobile Museum, opening in early September next to the Ken Jernstedt Airfield, is unusual as a "living museum" where artifacts take to the skies and roads.

All the aircraft in the Western Antique Aeroplane and Automobile Museum (WAAAM) collection are "air-worthy."



When a plane or automobile is acquired, if it doesn't run, mechanics put their expertise to work on it to bring back its original purpose. "This is time consuming, but we are proficient at it. Now we have THE largest fleet of flying antique aircraft anywhere," explains Museum Director Jeremy Young. "The caliber of this museum has not been recognized by our local community yet."

Forty-six flying antique aircraft, two dozen automobiles and a half-dozen military jeeps make up the permanent collection of WAAAM. The collection continues to grow as more relics are purchased or loaned to the museum.

The Western Antique Aeroplane and Automobile Museum is housed in a new 50,000 square foot museum building built by Design Structures. The edifice is just 20,000 square feet less than McMinnville's Evergreen Aviation Museum, home of the Spruce Goose. Three additional hangars are used for storage and mechanics, while two large fields offer areas for aircraft parking, displays and camping. All land owned by the museum is zoned Airport Development.

Please see **WAAAM** on page 2

On July 16, 42 airplanes flew in from the Puget Sound Antique Airplane Club and the Cascade War Birds to preview the new Western Antique Aeroplane and Automobile Museum. Public Grand Opening and Fly-In will be held Sept. 7-9.

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.

Waterfront recreation evolves and grows

As the Port District and surrounding areas grow, so does demand on the area's recreation facilities. The 2007 summer season began with many concerns due to the rapid expansion of a vast, possibly permanent delta at the mouth of the Hood River.

Concerns for waterfront recreation were prevalent this past winter and spring. Would people use the waterfront?

Frontage Road Crossing Project Update

A feasibility study will get underway soon for the Frontage Road Crossing Project. The project consists of a two-lane vehicular bridge with bicycle/pedestrian lanes that crosses the Hood River and connects Portway Avenue to North Second Street immediately north of I-84. The project is under consideration to relieve the Interstate of local traffic, which state and federal transportation agencies favor to ease congestion and promote safety. The need for traffic improvements has been documented for the past decade, and ODOT estimates local traffic will increase 50% by 2025. W & H Pacific, Inc., is the engineering firm selected to carry out the study. The Port plans a public meeting in September or later in the fall.

How would varying uses be managed? How would conflicts be managed? Would the local economy be affected?

The outcome of discussions evolved into the **Delta Management Plan (DMP)**, which was adopted by the Port Commission after collaborative efforts of the Columbia Gorge Windsurfing Association (CGWA), Columbia Gorge Kiteboarding Association (CGKA), Division of State Lands, local emergency agencies, and the Port. The DMP was publicized locally in the newspaper, Port newsletter, and printed brochures. The primary concerns were the division between windsurfing and kiteboarding as the Spit encroached on the Event Site launch, and water safety. Midway through the summer



Hood River Yacht Club members will be helpful in evaluating the Port's Marina expansion plans to address increasing demand for moorage.

recreation season, initial consensus is that the DMP is a success.

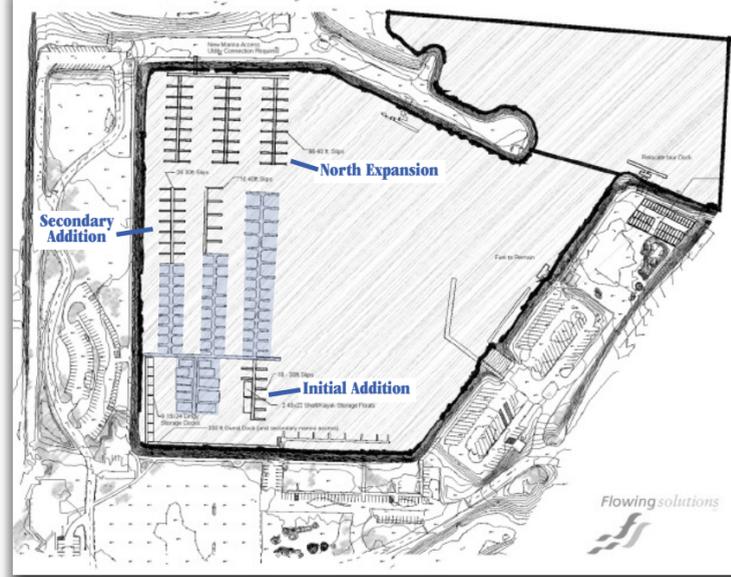
"I would have to say that there are a lot less problems at the Event Site than I expected," Bruce Peterson of the CGWA reports. "I guess that means either I'm a pessimist or the DMP is working! The Event Site has had capacity days, and though crowded on the beach and in the launch zone, there's still lots of space on the water."

Annual parking pass sales for the **Event Site** and **Spit** are up over 50% from the same time last year. Daily passes at the Spit are also up by half. Event Site daily passes are up slightly. "Everyone was afraid recreation on the waterfront was going to suffer, and the local economy would be adversely affected" says Port Operations Manager Linda Hull. "Thankfully, that hasn't happened."

Users have adjusted. One of the biggest compromises has been activity at the **Marina Beach**. The delta fan has more or less filled in the original beach area, making swimming-depth water only available on the east side of the Marina Beach, or a very far walk. Currents between the Spit and Marina beach are at times swift and dangerous. The silver lining for beachcombers is the expanse of the delta that provides a huge, silty sand beach on which families can play and explore. While kiteboarders occupy the west side of the Spit, families play on the east side. "It seems to be smooth sailing thus far," puns Cory Roeseler of the CGKA.

The **Marina Basin** has experienced unprecedented demand over the last few years, causing the Port Commission to consider responsive action.

Each year the waiting list for moorage has multiplied, with well over 100 boaters waitlisted this year. The Port is now looking into Marina expansion, and a concept plan prepared by Andrew Jansky of Flowing Solutions is under consideration. Additional slips and upgrade of the electrical system are most pressing needs, but other considerations include dinghy and kayak storage, dry storage, a hoist, and mooring buoys.



Marina Expansion Conceptual Plan

The preferred option to expand the Hood River Marina Basin includes expansion of existing docks, adding program elements, and a North Expansion. Existing docks are shaded blue. The plan proposes adding sixteen 30-foot, twenty-eight 30-foot, and ten 40-foot slips during a three-phase process.

A public meeting on July 26 included a presentation by Jansky to elicit input from various citizens on his study's findings and a conceptual plan. "The first phase would add docks to existing piling in the southwest corner of the basin, which would be the simplest short term solution with respect to permitting issues," Jansky reports. "The remaining expansion work includes pile driving, which would be restricted to the in-water work window of November to February, and would require more permitting time."

Depending upon the scope of work decided, the cost for the initial phases of Marina expansion is estimated to be between \$300,000 and \$1.4 million. Each additional slip would cost between \$5,000 and \$20,000, depending on amenities selected.

The Port is now evaluating the feasibility of initiating the expansion for the 2008 season. The Hood River Yacht Club holds weekly races and hosts a regatta in August. The summer youth sailing program continues to be strong. Studies also show there is great potential to capitalize on a variety of demands at the Marina as demonstrated by Cascade Locks, according to Jansky.

continued from WAAAM on page 1

Terry Brandt of Hood River, who has been collecting the artifacts all his life, conceived of the project years ago. Young, a recent transplant from Prescott, Arizona, inherited his grandfather's collection. The two collections, subsequent museum acquisitions, and numerous artifacts on loan make up the permanent collection of WAAAM.

The gem of the collection is a 1916 Curtiss JN4D Jenny, serial number 1. Young estimates Curtiss made over 5,000 Jennys, yet only a half dozen survive. "The Jenny is the birth of general aviation," Young proclaims. "The majority of the collection is very rare and precious. Many of the airplanes are the last of their make and model or the only ones left flying, such as our 1937 Aeronca LC, or the 1928 American Eagle, or even the 1931 Curtiss Wright 12-W."

Rarities in WAAAM's collection have also brought some opposition to the living museum concept. The directors of WAAAM share the opinion that these aircraft should be flown. Many air museum personnel disagree with this philosophy, citing the risks of putting rare planes in the air.

"This concept of a living museum came from visiting so many other air and auto museums, and seeing beautiful aircraft or automobiles sitting static, inoperable, gathering dust," Young expresses. "It breaks our hearts to see this. We want our visitors to see and hear an old airplane come to life before their eyes. We want them to feel the excitement as a 100-year-old airplane takes to the skies, or the joy of riding in Great Grandpa's old car."

The Western Antique Aeroplane and Automobile Museum was incorporated June 1, 2006 as a non-profit 501(c)(3) corporation. A board of directors guides the organization, and includes Terry Brandt (President), Will Carey (Vice President), John Benton, Bryan Reid, Sr., Don Mayo, Warren Bean, Bill Bremmeyer and Ken Jernstedt (Honorary Lifetime Board Member).

As with most museums, a central focus is education. But WAAAM will take learning a step further. It plans to offer classes to select students to preserve the knowledge of restoring and operating antique aircraft and automobiles. "We want our future generations to understand and appreciate the greatness of the technology—how these planes and cars were constructed, maintained and operated. It is begging to be lost as so many with the knowledge are no longer living," Young claims.

As WAAAM pursues its mission, a benefactor will likely be the local economy. Hood River lodging has been booked many weeks prior to the museum Grand Opening, and rooms in The Dalles are filling up.

"Groups from all over the country know what we're doing. More than one aviation magazine has dubbed Hood River the 'antique capitol' of the U.S.," Young states. "This is monumental for the community. WAAAM has and will continue to receive national press."

The Ken Jernstedt Airfield is reaping rewards as well. All aircraft at WAAAM are registered here. As traffic increases, so will fuel sales and tie downs. "We have an airport with 24/7 fuel," relays Port Commissioner Hoby Streich. "Now a pilot will fly to Hood River and stop over. The museum brings a whole new dynamic of pilot interest."

WAAAM Grand Opening and Fly-In September 7-9

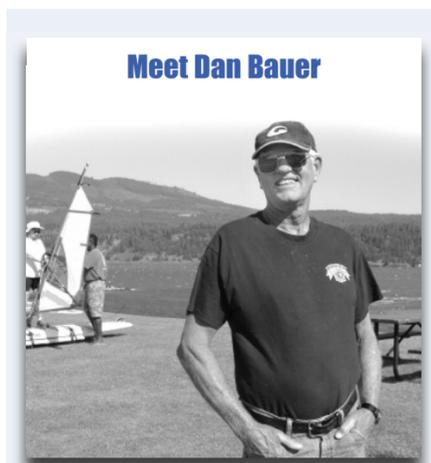
Friday & Saturday, 8am - 6pm
Sunday, 8am - Noon

Over 200 antique aircraft and vehicles are registered to attend!



SEEKING VOLUNTEERS

Contact WAAAM to volunteer at the Fly-in! 541-308-1600



Meet Dan Bauer

A new position was created in 2007 to enhance security at the Event Site. Dan Bauer is the new Event Site host, and has lived on-site in his RV all summer. What did he get out of it, besides a premium place for a "boardhead" to park his RV? "I got a little satisfaction and a whole lot of admiration," he jokes. He estimates he's recovered about \$8,000 in lost and found gear. He feels kids at the Event Site are a lot safer, too, since he's able to prevent parking along the park side curb.

continued from Bridge on page 1

- **Electrical Inspections** of the mechanical lift span machinery and controls occur every two years. Reliable operation is important to highway users and river commerce.
- **Routine Inspections (RI)** every two years. These are regularly scheduled inspections consisting of observations needed to determine the physical and functional condition of the bridge and to identify changes to ensure that the structure continues to satisfy present service requirements.
- **Fracture Critical Member (FCM) Inspections** every two years. These involve a hands-on structural inspection of fracture critical members specifically, and may include nondestructive evaluation beyond visual inspection. A fracture critical member is defined as a steel member in tension, or with a tension element, whose failure would probably cause a portion of or the entire bridge to collapse. The most recent Routine and FCM Inspections were completed in April 2007. The recorded observations indicate that the bridge is in good condition—the most important recommendation being the need for re-painting.
- **Underwater Inspections** every six years. These inspections target the underwater portion of a bridge substructure and the surrounding channel, which require diving or other appropriate access techniques. The most recent underwater inspection was completed in September 2006. The recorded observations indicate that the subsurface piers and accessible foundation elements were in fair condition with no required repairs.

The bridge is also assessed by the Federal Highway Administration to determine eligibility for rehabilitation and replacement funding. This is referred to as a "sufficiency rating" and considers both structural and functional adequacy based on such factors as condition, load and traffic capacity, lane widths, provision for pedestrian use, and alternative routes. Our bridge is, not surprisingly, substandard under these criteria, primarily due to its original design limitations.

Operations — Stress cycles caused by larger trucks can have a detrimental effect on bridge condition over time. The Port enforces a vehicle weight limit of 80,000 pounds, which is also the limit used by the Oregon Department of Transportation beyond which they require trip permits for trucks to travel on all state routes.

Maintenance — In 1994, the Port initiated a multi-year bridge upgrade plan. To date, the Port has strengthened specific truss elements; widened the Washington approach; upgraded the lift span's mechanical/electrical system; replaced the steel roadway deck, guardrail, and lighting systems; and reconstructed the toll plaza. The total cost of these improvements exceeds \$15 million. They have been necessary to improve the safety and function of the bridge within its physical limitations.

The Hood River Interstate Bridge will eventually need to be replaced. Yet the cost is estimated to exceed \$200 million—far exceeding the capacity of our community. Efforts are underway through the Washington State Regional Transportation Council to initiate planning for a new bridge. This process, and securing the needed financing, will take many years. Until then, the Port will continue to ensure that diligent inspections, operations and maintenance continue for the bridge to safely serve our community.