The Port recently issued an Intent to Award a contract for the removal and hauling of 20,000 cubic yards of stockpiled debris from the Lower Mill site. The stockpile was a result of wood and material material salvaged and removed in the 265 day clean-up phase of the Lower Mill project. Clean-up of the site was funded in part by a grant from the Oregon Watershed Federalization program in partnership with the Environmental Protection Agency, State Department of Environmental Quality, and Business Oregon. No hazardous or contaminated materials were detected during the process, and utilities were installed to each lot last year.

Overturning the delays of this past year means the Port is now able to add the five Lower Mill lots to its local industrial site inventory, and sell those sites with development leading to the creation of more local manufacturing jobs.

Lower Mill Site lots for sale

For information about the lots located at 2389 Naval Crossing Mill Road in Odell, contact Anne Medenbach at 541-386-5116 or amendenbach@portofhoodriver.com

The Port’s Waterfront Parking Plan first-year implementation reviewed

The Port’s new waterfront parking management plan created a major change on the Hood River Waterfront this past summer, and results show it was successful in increasing parking turnover in congested parking areas during peak summer months. The new parking plan began in early June to more effectively manage limited parking on Port-owned streets, discourage off-street parking for longer visits, and generate new revenue for parks.

After an extensive public information campaign targeting the “Park for Parks” slogan, the Port shared comprehensive information on new parking look-and-price schedules, parking lot locations and methods of payment. Parking zone signage was installed in late May, and parking enforcement personnel trained in early June. Port parking kiosks and schedules are likely to be the next steps of the Port’s Waterfront parking plan, which accepts only credit or debit card payments that correspond with vehicle license plate numbers and collects parking fees from 9:00 a.m. – 8:00 p.m. seven days a week, including holidays. Payments may also be made on the Port’s “Way To Pay” app, which sends alerts and can be used remotely to extend tickets.

As with any new parking program implementation, it was not without challenges and fee schedules, parking lot locations and methods of payment. Parking zone signage was installed in late May, and parking enforcement personnel trained in early June. Port parking kiosks and schedules are likely to be the next steps of the Port’s Waterfront parking plan, which accepts only credit or debit card payments that correspond with vehicle license plate numbers and collects parking fees from 9:00 a.m. – 8:00 p.m. seven days a week, including holidays. Payments may also be made on the Port’s “Way To Pay” app, which sends alerts and can be used remotely to extend tickets.

As with any new parking program implementation, it was not without challenges and
When the toll for the Hood River - White Salmon Interstate Bridge increased on February 1, benefits accrued holder benefits increased dramatically by $8,738.26 in total payments. At press time, the Way to Park app was available at portofhoodriver.com – just click the link “PARKING.” Parking agreements have been made with trucking companies to pay monthly fees to port-owned parks, open spaces, and ramps were built primarily with grant funding

Parking on the Hood River Bridge continued to be a means of transportation for many people. With the increase in the toll rate, the number of cars passing through the bridge increased significantly. However, there is a need to continue monitoring the traffic on the bridge to ensure safety and efficiency.

The Waterfront Parking Plan also addresses truck/trailer parking on West Portway Ave. The Waterfront Parking Plan was developed with input from different stakeholders, including the City of Hood River, the Port of Hood River, and local businesses. The plan includes options for alternative parking, such as off-street parking and on-street parking. The plan was approved by the Port Commission and was implemented in late 2018.

Other projects in the context of the bridge project include

- The Hood River Bridge Replacement Project
- The Hood River Bridge Replacement Project
- The Hood River Bridge Replacement Project
- The Hood River Bridge Replacement Project
- The Hood River Bridge Replacement Project

Each federal agency has slightly different criteria for NEPA evaluations based upon the nature of the project. The Port of Hood River met with the Federal Highway Administration (FHWA) and Washington and Oregon departments of transportation (DOT) on September 24 to discuss their participation as the lead federal agency for NEPA. Based upon the likelihood that a replacement bridge will need federal grants, FHWA agreed to serve as the lead federal agency. The Port’s intent is to select the consultant for the project in early this year when the project is expected to be ready for Proposal Evaluation Committee (EC) review and comment on any changes to the preferred alternative (PA) as agreed to in prior studies.
Port News
Fall 2018

Port of Hood River

Daryl becomes Waterfront & Marina Manager last spring, and there was no shortage of activities and events to keep her busy throughout the summer. Daryl is a longtime Grapefruit sailing and waterpolo enthusiast, entreprenuer, and administrative professional. She worked nearly 10 years at local waterfront shops, Big Winds, and more recently ran Jet-Boat with her husband, manufacturing inflatable rafts that house small tasks.

Stafford is responsible for daily operations of Port-owned waterfront properties and the Hood River Marina, as well as ongoing and long-term planning for facilities and amenities improvements policy and budget planning. Stafford will be the point of contact for waterfront operations, schools, event producers, tenants, and guests. She is available by phone at (541) 396-1795 or by email at waterpolo@portofhoodriver.com.

Connor Truax, interned at the Port as Video Production intern, creating public video content under the guidance of Communications & Special Projects Manager Genevieve Scholl. Connor also attends film school at Flicks College in California.

Jose Santillan, a student at HSUS, is focusing on photography to prepare for a solo photo series on the Port’s shop facility building plus solar charging stations at the Port office building parking lot.

Parking continued from page 1

Parking is enforced by officers scanning license plate numbers to check payments. Some glitches involved patrons entering incorrect license plate numbers or issues with parking enforcement handheld devices. The Port worked with providers DanRice Solutions, CoStarSmart, and Cape America to resolve issues and saw a marked decrease in ticket disputes during the last months of the enforcement program. Licenses for fines and tickets are available at portofhoodriver.com – just click the “PARKING.”

With higher rates of turnover, more parking spaces were generally available to the public in high-demand locations during peak times, and a new revenue stream was developed for ongoing maintenance, operations and improvements on Port-owned recreation areas and open spaces.

Portleased parks, open spaces, and ramps were built primarily with grant funding intended to help fund ongoing management and maintenance costs. Portleased parks are open to the public, but a fee is charged. Parking permits are issued through a lottery drawing. Each federal agency has slightly different criteria for NEPA evaluations based upon the resources under their control. The Port of Hood River met with the Federal Highway Administration (FHWA) and Washington DOT (WSDOT) and Oregon Department of Transportation (ODOT) on September 24 to discuss their participation as the lead federal agency for NEPA. Based upon the likelihood that a replacement bridge will be needed, FHWA agreed to serve as the lead federal agency.

The purpose to select the consultant for the FEIS began early this year when the Commission engaged the Southwest Region Transportation Council (RTC) to prepare and facilitate the consultant selection process. The Bi-State NEPA for Proposal Evaluation Committee (EC) convened to evaluate, score and interview respondents, followed by a very competitive process. WSP was selected as most qualified for the project. The EC was composed of members from the Port of Hood River, Port of Klickitat, City of Hood River, Oregon and Washington DOT. Once the proposal was accepted, six weeks of negotiations reduced the scope of work was defined, and the final contract was approved by the Port Commission on July 31.

WSP recommends formation of a committee that would include members from both states to review drafts of the report, provide a feedback loop to communities, and review and comment on changes to the preferred alternative. Additional recommendations will be reviewed in the Final Environmental Impact Study.

Summer Waterfront Activity 2018

Stretching from The Hook to the Hood River Marina, the Hood River Waterfront is a mecca for waterfront enthusiasts, featuring family-oriented and community activities and growth plans increasing demand on the Port’s recreational sites, and brings more challenges and expectations for managing and maintaining them. New sports are emerging, old sports are making a comeback, boating activities continue to develop, and overall utilization numbers continue to climb throughout various waterfront areas. Here is a look at 2018 summer waterfront activity numbers.

- 90 Events at Marina Beach
- 6 Events at Nichols Basin
- 5 Events at Marina Beach
- 123% increase over 2017 in number of applicants on waitlist for Marina slips
- 74 Cruise Ship stops
- 63% increase over 2017 for shiff dock shows
- 52 applicants on waitlist for Marina slips
Ken Jernstedt Airfield—The ongoing success of RIMAA and new aviation business activities have more than justified recent facility upgrades. They include the runway shift in 2012 and upgrades to the south ramp in 2016. New commercial hangars are planned for the south side. A $1.5 million Connect Oregon VI grant will allow installation of utilities and other infrastructure on the North Ramp. This will mean an opportunity to relocate the Fixed Base Operator FBO building, a long-standing goal, and provide a much more effective platform for both technology companies and emergency services operations, particularly fire-fighting and search & rescue operations.

Lot #1—The largest undeveloped portion of the waterfront presents a unique opportunity to achieve numerous community goals including jobs, pedestrian linkages, quality design and construction, recreational access and others. However, the streets, utilities and public amenities to support the build-out of Lot #1 are sorely lacking and associated costs are high. In conjunction with the City of Hood River, the Port is preparing a "Waterfront Infrastructure Framework Plan" that will describe the type and cost of the needed infrastructure and other public amenities to allow Lot #1 to achieve its full potential as the capstone property on the waterfront.

These major projects, plus many smaller ones, present numerous opportunities for inter-agency cooperation and collaboration. We are grateful for the support we have received at the local, state, and federal levels. The Port Commission always seeks public input and participation in these and all our efforts. Come to the bi-monthly Commission meetings, attend open houses, visit our web site (portofhoodriver.com) for updates, join advisory committees, and let Port staff and Commission know your questions and your thoughts. The Port (really) goes on. ☑️

Lower Mill Site now shovel-ready

The recent completion of a major waterfront expansion at the Port’s Lower Mill Redevelopment Site for Crystal Springs Water District (CSWD) will ensure sufficient fire for future buildings, and the removal of stockpiled materials and grading at the western end. This work will be of keen interest to the Port and its project goals for the site. After successfully clearing up the backfill, the private sector with the creation of a shovel-ready, buildable V 1 industrial-zoned lots of length 15, in 60ft chunks.

The redevelopment of the 12-acre Lower Mill site was delayed last year due to the discovery of water pressures too low to meet fire code and building department combustion requirements. The Port spent 8 months working with CSWD to resolve the issue. Following negotiations and execution of an Intergovernmental Agreement between the two special districts, a $2.9 million foot installation of 38’ woodwater was installed by the Port for CSWD that not only brings water pressure and flow up to required levels, but also complies a CSWD Master Plan project, influencing water pressure for the entire CSWD system including future tenants at Lower Mill Industrial Park.

The project involved not only CSWD but also Slayback Fruit LLC, who provided a necessary covenant for line placement. Crestline Construction LLC completed the work on schedule and under budget.

“We appreciate all the cooperation throughout the project between adjoining landowners, the contractor, and Crystal Springs,” said Anne Medenbach, development and property manager for the Port.

The Port recently issued a request to bid a contract for the removal and hauling of 20,000 cubic yards of stockpiled dirt from the Lower Mill site. The stockpiled dirt was a result of wood and soil material excavated and tested in the 265-acre phase of the Lower Mill project. Clean-up of the site was funded in part by a grant from the Oregon Twofold Cleanup program in partnership with the Environmental Protection Agency, State Department of Environmental Quality, and Business Oregon. No hazardous or contaminated materials were detected during the process, and utilities were installed to each lot that same year.

Overcoming the delays of this past year means that the Port is now able to add the new Lower Mill sites to local industrial site inventory, and sell those sites with development leading to the creation of more local manufacturing jobs. ☑️

PORT GOES ON | CONTINUED FROM PAGE 1

Key components of the Port’s bridge replacement efforts are currently underway. The Port secured the services of WSP USA as the lead agency to perform environmental engineering services and develop the Final Environmental Impact Statement (FEIS). The $15 million contract is funded by the $5 million appropriation from the 2017 Oregon Transportation Funding Package, to conduct Final Environmental Impact studies related to replacement of the bridge. The largest single contract to be funded by this appropriation, this environmental engineering contract is to obtain a Record of Decision (ROD) through a Final Environmental Impact Statement (FEIS). Once the ROD is obtained, the project has the federal environmental clearances to proceed with permits, financing and construction.

The vast scope of work includes project management over a 30-month period as the team prepares a Supplemental Draft EIS after evaluation of the Draft EIS that was completed in 2005, and works with agencies and the public for comments and input prior to development of a Final EIS. A public information plan includes outreach and involvement, experts, stakeholder interviews, environmental research and reports, engineering/ design work to 30% completion (meaning conceptual in nature), as well as transportation tasks such as roadway/travel demand coordination and analysis.

Technical reports will cover topics such as air quality, energy, greenhouse gases, fish and wildlife impacts, geology and soils, hazardous material, land use, noise, water quality, vegetation and wetlands, as well as social and economic considerations.

Engineering services involve coordination with transportation agencies, land surveys, engineering studies, hydrologic/hydraulic surveys of water depth, erosion control, storm-water, roadway geometry, civil engineering, and architectural concepts.

Please see Bridge Replacement on page 3

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The Port’s new waterfront parking management plan created a major change on the Hood River Waterfront this past summer, and results show it was successful in increasing parking turnover in congested parking areas during peak summer months. The new parking plan began in June to more-effectively manage limited parking on Port-owned streets, encourage off-street parking for longer visits, and generate new revenue for parks.

After an extensive public information campaign targeting the “Park for Parks” slogan, the Port shared comprehensive information on new parking plans and fee schedules, parking pay-station locations and methods of payment. Parking zone signage was installed in late May, and parking enforcement personnel trained in June. Parking and schedules differ daily, from the City of Hood River’s paid parking program. The Port’s waterfront parking plan accepts only credit or debit card payments that correspond with vehicle license plate numbers and collects parking fees from 9:00 a.m. – 8:00 p.m. seven days a week, including holidays. Payments may also be made on the Port’s “Way To Pay” app, which sends alerts and can be used remotely if needed.

As with any new parking program, implementation was not seamless.