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money from two FTA grants. After initially considering a location near the Hood River Expo Center, CAT purchased the northeast 1.13 acre parcel at Wasco Business Park in 2005 for the project, and focused on acquiring additional grants. Finally in 2007, the district received \$1 million from the Oregon Department of Transportation's Inter-City Program. That funding enabled CAT to issue Requests for Proposals for architectural services and allocate financing for construction.

Schwanz said Eugene-based Pivot Architecture's proposal rose to the top based on their estimates and experience. "I've been absolutely thrilled with them, they've had great ideas and we're getting a product that will serve us very well," Schwanz said.

However, during the design and costing phase of the project, it became clear that estimates exceeded the

district's \$1.7 million budget. "We were scaling back and deferring major elements of the project when we learned about the State's federal stimulus dollars from the American Recovery and Reinvestment Act (ARRA), a portion of which is dedicated to transportation," Schwanz explained. CAT applied for funding, and due to the project's readiness-to-proceed, received \$1 million from the ARRA.

"This final sum gives us the opportunity to build out the transit center as originally designed," Schwanz summarized.

Ground-breaking for the Hood River Transit Center occurred in late summer, and winter weather permitting, the project should be completed in May, 2010. JWC Construction of Vancouver, Washington is the contractor for the project.

The Hood River Transit Center will include approximately 2,000 square feet of office space for administration, staff and drivers, a 2,400 square

foot shop to conduct light vehicle maintenance, and covered parking for up to 10 CAT bus vehicles. There will also be a bus stop with shelter for the agency's fixed-route service.

Recently, the transportation district purchased an additional .25-acre from Hood River County east of the Wasco Business Park property where it eventually plans to develop a Park & Ride area for commuters and fixed-route service riders. ●

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.

PORT DIRECTORY

Commissioners
Fred Duckwall Jon Davies Kathy Watson
Sherry Bohn Hoby Streich
Executive Director - Michael McElwee
Contact
Telephone..... (541) 386-1645
Fax..... (541) 386-1395
Email..... porthr@gorge.net
www.portofhoodriver.com
Newsletter Production - Pageworks Design, Inc.



Property Update

by Michael McElwee,
Port Executive Director



Michael McElwee

The Port owns and manages approximately 150,000 square feet of leased space in and around Hood River. Like any property owner the Port continually

monitors the status of its portfolio to insure business objectives are met. As an agency focused on economic development, the Port must regularly assess the role these properties play in the local economy and their impact on local businesses.

Most Port buildings are light industrial, including the Big 7 Building near Full Sail in downtown Hood River and the Western Power Building on the waterfront. The Port also owns and leases facilities at John Weber Business Park in Odell, at the Airport, near the Marina and in Wasco Business Park behind Wal-Mart. Over 30 different businesses lease space in these buildings. The list includes well-known names—such as Boeing, GorgeNet, Electronic Assemblers, Maritime Services, and Cloud Cap Technology—and a wide collection of smaller businesses including CR Acupuncture, Prigel Machine and Hitch Source. In aggregate, about 265 employees work in Port buildings with a combined payroll of over \$10 million. This payroll has an impact on the local economy that exceeds \$16 million.

While the economic downturn has presented challenges for many firms, the occupancy rate in Port properties

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Port breaks ground on Halyard Building



The Halyard Building, currently under construction, will incorporate numerous design features that meet Leadership in Energy and Environmental Design (LEED) criteria.

As the Port of Hood River moves ahead with the Halyard Building, a light industrial flex-building planned for Lot #1 of the new waterfront light industrial subdivision, it enters a new realm of environmentally sustainable development.

Robinson Construction is building the new 21,000 square foot building at a cost of about \$2 million. The project should be completed in late spring, 2010.

The Port opted to use a Request for Qualifications rather than Request for Proposals process to select its building contractor. The Port's adherence to this process demonstrated the project's significance. Not only will the Halyard Building be the first new waterfront building in 25 years, the Port has set an important goal to meet LEED (Leadership in Energy & Environmental Design) Silver certification for the building.

An evaluation committee reviewed 17 qualifications reports, and selected the top five respondents to submit proposals. Robinson Construction, a half-century-old company based in Hillsboro, Oregon, not only provided the low bid, it has employees trained in LEED.

The Halyard Building project is now registered with the U.S. Green Building Council, and also for the LEED path for energy performance incentives available through the Energy Trust of Oregon.

Designed by Richard Brown Architects, many design features for the core and shell building promote the sustainable objective. Most prominent is the durable, efficient insulated shell that incorporates strategies for natural ventilation such as louvers, roof-top turbine ventilators, skylights for day-lighting, and photovoltaic panels for energy production.

The building's exterior integrates bioswale stormwater plantings into the landscape to clean and infiltrate surface runoff and overflow roof runoff. Initial roof runoff will collect into a 10,000 gallon cistern on the west side of building to be filtered and used for site irrigation.

Native plantings will be used around the site and in a rock garden on the corner of Portway Avenue and No. 8th Street. Educational signage explaining sustainable features of the site will be integrated into the garden design.

Bike storage will encourage bike commuters, and there will be dedicated parking spaces for fuel-efficient vehicles.

Richard Brown Architects is working with Konstruct to coordinate the LEED process, including energy modeling, commissioning and coordination along with the value of tax credits and potential incentives that could offset the commissioning costs.

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PORT OF HOOD RIVER

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continued from Halyard on page 1

The Port has also hired Milstead & Associates to provide construction management services.

Additionally, the Port of Hood River received a \$64,500 grant for an enhanced solar array on the Halyard Building from Pacificorp Blue Sky Grant Program. Tod LeFevre of Common Energy in Hood River is assisting the Port with engineered plans and specifications for a roof-mounted solar array, as well as support for grant requirements.

This renewable energy component is estimated to result in annual energy savings of about \$2,400, and with additional credits or rebates, LeFevre estimates a payback timeframe of 10-15 years.

Public buildings are required by state law to put 1.5 percent of construction costs toward photovoltaic solar power, although they are not eligible for the 30 percent federal tax credit. "This level of solar panel array on this new building is feasible because of the Pacificorp Blue Sky Grant," LeFevre concludes. ●

continued from Property on page 1

has generally held up. Since the beginning of the recession in 2008 two smaller firms have terminated their leases and one company has reduced its leased space. These losses were offset by the addition of Insitu and Slingshot to Big 7 and other new or expanded leases. The overall vacancy rate in Port buildings is currently 13 percent. Excluding the upper floor of the UTS Building, which has significant limitations, the vacancy rate is 7 percent.

Some Port properties are dated and deficient but provide lower cost lease space for existing and start-up businesses. Others are newer, designed to meet the needs of specific types of companies. Either way, the Port strives to achieve a high standard for building management and maintenance. Our focus is on facilities that allow assembly and manufacturing firms

to achieve success and create jobs. The Port seeks to minimize competition with the private sector, but takes the initiative when an economically strategic property presents too much risk for private investment (such as the Cannery Complex), or when important public objectives can be achieved.

An example of the latter is the Halyard Building now under construction on the waterfront. Our hope is that this new 21,000 square foot flex-building will demonstrate acceptable design and environmental standards, serve the needs of local light industrial firms and provide a catalyst for future private investment. The Commission believes this \$2.9 million building is an appropriate investment to achieve multiple community objectives in an area where development progress needs a kick start. ●

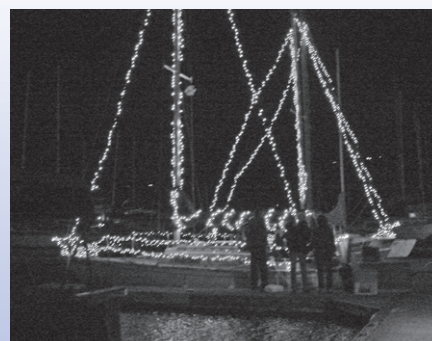
Hood River Yacht Club's holiday lighted boat parade Saturday December 5th

Lighted boats will leave the harbor at 6:00 p.m. and parade beneath the bridge and past the Hood River Inn. Excellent indoor viewing available at the Riverside Grill at the Hood River Inn. Outdoor viewing available from the east end of the marina jetty or anywhere in the marina basin.

Parade is open to all boaters, not just yacht club members - dress your boat, bundle up and join in the fun!

New this year, prizes will be given for the best lighted boats.

Open house will follow HRYC Clubhouse at 7:00 p.m. Hot beverages and voting for prize winners. Everyone is welcome. For more information please contact Doug at 541 490-7846 or info@hoodriveryachtclub.org ●





Harvest Fest returned to the Event Site October 16-18. Each year, about 25,000 visitors attend the Hood River County Chamber of Commerce Harvest Fest, where 100 vendors display their wares. The Harvest Fest venue change in 2008 gave the festival an entirely new look and feel, and 2009 brought the addition of rain to the event. Other changes this year were an enlarged entertainment tent, moved closer to the Columbia River, and expanded Kids' Zone accommodating a climbing wall and bounce house. ●

Construction of **Anchor Way**, which began in August at Waterfront Industrial Park, is nearing completion. The \$693,438 project was awarded to Cascade Equipment and Construction and is covered by a U.S. Department of Commerce Economic Development Administration grant and Oregon Department of Transportation Immediate Opportunity Fund grant. The new street in the industrial core addresses needs for improved access by tenants while preserving the coexistence of industrial and recreational uses on the waterfront. ●



Anchor Way

Expansion at the **Marina** to meet demand for boat slips is a step closer. The permit for C-Dock expansion is pending by National Oceanic and Atmospheric Administration/Fisheries Service and U.S. Army Corps of Engineers. Final plans and specifications were prepared by Flowing Solutions, lead consultant for the project, in case work can begin in this season's in-water work period that ends March 15. The first phase of Marina expansion would add up to 22 slips to existing piers at C-Dock South, east of the boathouses. ●

The Lift Span Lock on the **Hood River Interstate Bridge** is undergoing repair. The first phase of the project was carried out by Mowat Construction in mid-November, and will be completed in early December. Repair requires bridge traffic to be reduced to one lane, with temporary closures while the lift span is raised. ●

Transit Building under construction at Wasco Business Park

After years of fund-seeking and systematic project advancements, Hood River County Transportation District secured full financing to construct its 4,400 square foot building at Wasco Business Park.

The new Hood River Transit Center will consolidate all of the agency's public transportation operations into one location. The district provides dial-a-ride and fixed-route services under the name Columbia Area Transit (CAT). CAT's offices have been located at Port Marina Park next to the Department of Motor Vehicles, while vehicles and drivers are some distance away at the City of Hood River's Public Works facility.

Columbia Area Transit provides dial-a-ride service to anyone with the need throughout Hood River County during weekday business hours. Additionally, CAT offers fixed-route service between Wasco and Hood River counties three times a week, and between The Dalles, Hood River and Portland once a week. (Route schedules are available at www.community.gorge.net/hrctd or by calling 541-386-4202).

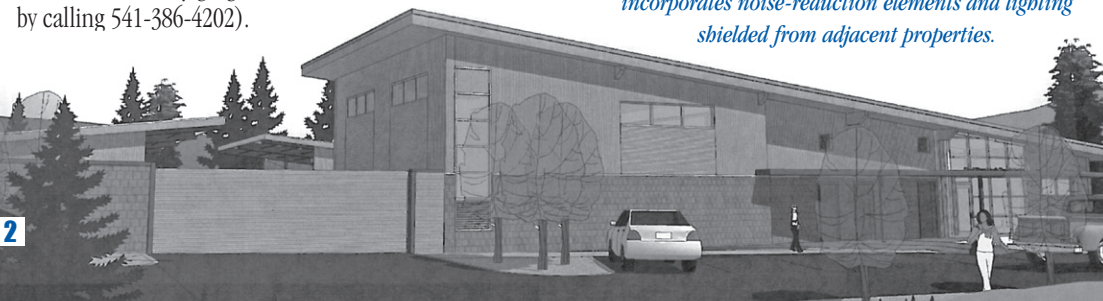
Columbia Area Transit's ridership has recently increased by about 2,000 rides per year, with Fiscal Year 2008-09 volumes over 28,000.

According to Dan Schwanz of CAT, the transit district began planning for a transit center in 1995. The special district was formed by a vote of Hood River County residents in 1993. Its major sources of funding include grants from the Federal Transit Administration (FTA), several sources from the State of Oregon, local property tax and user fees.

When Schwanz became executive director of the transportation district in 2000, he inherited the vision of a permanent home for CAT. The district had seed

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The new Hood River Transit Center will feature concrete masonry block veneer and painted steel, aluminum storefront windows, and a sloping metal roof. The design incorporates noise-reduction elements and lighting shielded from adjacent properties.



The Port is building a new 2,400 square foot **maintenance dry storage building** behind the Port's Marina Building to replace Port storage at the UTS site on the waterfront. The project was awarded to Mega Pacific Company of Portland, and was designed by architect Kevin Cooley. ●

New landscaping at the **Port's Marina Building** was installed in August. The new landscape plan was created by Simp.L Landscape Architecture, and installed by Gorge Nursery. ●



Samuel Olivas and Jorge Castillo of Gorge Nursery install Marina Building landscaping

The **Association of Wind & Water Sports Industries** (AWSI) convened in Hood River September 17-19 for the three-day AWSI Kite, Wind, SUP Industry Demo that included manufacturer product presentations, on water demos, and social gatherings.

AWSI represents manufacturers, retailers and water sports schools to provide trade-related information and services. The annual event covered upcoming product developments in kiteboarding, windsurfing and stand up paddleboarding. The selection of Hood River for the annual trade show made sense since numerous manufacturers are located in the Gorge, including DaKine, Slingshot, North Shore, Inc., and Chinook Sailing Products. Mother Nature cooperated with some windy days and periods of calm for the demonstrations at the Event Site. For more information about the AWSI, visit www.awsiwindsports.org. ●



AWSI Demo at the Event Site

Renaissance Learning, Inc. has signed a new five-year lease for over 5,000 square feet of space at the Port's **Wasco Business Building**. The building's original tenant moved into the new business park in 2004. Renaissance Learning is the world's leading provider of computer-based technology for K-12 schools. It offers assessment and progress-monitoring technology in reading, writing, and math, such as Accelerated Reader™, Accelerated Math™, and STAR Reading™. The company's headquarters are in Wisconsin. ●

Exit 64 construction scheduled

The design phase for the Interstate-84 exit 64 bridge replacement project is complete, and construction is scheduled to begin in spring, 2010.

Although many Oregon highway bridges are undergoing construction, this particular plan not only replaces the freeway overpass built in 1953, it specifies multiple improvements to address congestion and safety issues that have plagued the area for years.

To improve traffic flow at I-84 exit 64 and contiguous roads, the Oregon Department of Transportation (ODOT) will also widen the current two-lane Button Bridge Road underpass to five lanes; two southbound and three northbound (one left-turn lane). Completion of the multi-staged project is expected in late 2011.

In addition to replacing the exit 64 bridge and widening the underpass, the \$14.9 million development will also include realigning the I-84 eastbound on-ramp at milepost 64, adding three traffic signals to Button Bridge Road, adding bicycle lanes in both directions and a sidewalk to the road's east side. Traffic signals will be located on Button Bridge Road at the intersections of the I-84 eastbound off/on ramps, the I-84 westbound off/on ramps, and the



A photo rendering, courtesy of ODOT, shows what Button Bridge Road will look like in late 2011 when the I-84 exit 64 bridge replacement project is complete.

Marina Way intersection. The project is funded by the Oregon Transportation Investment Act (OTIA).

One result of the work, when complete, should be the significant reduction of traffic congestion at the exit 64/Highway 35 intersections leading to the Port's Interstate Bridge. To initiate the process, the Port of Hood River and ODOT entered into a Memorandum of Understanding (MOU) for conveyance of property rights.

Susan Hanson, Community Affairs Coordinator for ODOT, reports public meetings were well-attended and the majority of community members and stakeholders have been supportive. "People are pleased that not only will the improvements reduce congestion for motorists, it will also create a safer environment for cyclists," Hanson remarks.

ODOT plans minimal delays during construction. Through traffic will be maintained on I-84, and ODOT anticipates exit 63, exit 64, and Button Bridge Road will remain open during construction, except for brief temporary work closures.

"Construction is staged in six sections to minimize traffic delays," states Hanson. "Crews will dismantle and reconstruct each half of the bridge at a time, and merge interstate traffic into one lane in each direction during construction," Hanson explains. "There's a lot of local traffic in the area, and part of the detour design is to separate local and through traffic." More details on construction will follow in the next Port newsletter. ●

Ken Jernstedt Airfield sees multiple improvements

The Port's Ken Jernstedt Airfield is benefiting from \$600,000 in Federal Aviation Administration (FAA) grants this year to pay for multiple improvements. Although the airport's new grass runway did not qualify for FAA funding, since the project was not part of the Airport Master Plan, construction took place throughout summer and fall. The new grass runway will open in 2010.

The grass runway was the Airport Advisory Committee's top project this past year, due to the increasing airport use by taildragger aircraft since the opening of the Western Antique Aeroplane and Automobile Museum (WAAAM). The grass runway should enhance the airport by adding incentive for visits by aircraft clubs.

The turf runway was designed by Slea Consulting Group, and was constructed by Hanel Development Group at a cost of approximately \$80,000.

The \$600,000 received this year from the FAA's Airport Improvement Program includes an initial grant of \$273,693 allocated in February, and a second offer of \$326,307 committed in September.

First, northern apron crack sealing was performed, in addition to upgrading the existing northern tie-down ramp. Then a seal coating was applied to the northern apron which included a slurry seal on 162,438 square feet of asphalt that had been repaired during crack sealing. The seal coat not only provides visual consistency, it enhances the life of the apron.

In addition to engineering and design work, FAA funds also allowed improvements to the Automated Weather Observation Station (AWOS), which needed to be raised to improve accuracy. The windcone south of the runway will be replaced with new windcones on the north end.

FAA Airport Improvement Program grants cover 95 percent of project costs, with the Port contributing five percent. Any remaining funds will be dedicated to capital improvement projects identified in the Airport Master Plan.

Now that the County has approved the Port's new Airport Master Plan, the agency will begin to implement the plan's main project, shifting of the runway 550 feet east. To accomplish this, the Port will seek vacation of a section of Orchard Road. The first step in that process is a full road vacation survey, to be executed by Terra Surveying. The work will include a boundary survey that includes an Orchard Road right of way, legal descriptions of abutting properties, and the creation of a topographical survey map that will include cul-de-sac design. This

work is also eligible for reimbursement from the FAA. ●



Hanel Development Group begins construction of grass runway



Attendance steady at Fly-In

The third annual WAAAM/Hood River Fly-In took place at the Ken Jernstedt Airfield and Western Antique Aeroplane and Automobile Museum September 11-12.

Close to 250 aircraft flew in for the event, with about 150 staying overnight, according to Judy Newman, museum director. "We expected a decline in aircraft due to the economy, but we matched 2008 attendance," Newman relays. "We were very happy with it."

The event also attracted good numbers of community members to view festivities and enjoy the renowned Lions Club pancake breakfast on Saturday and Sunday.

Prior to the establishment of WAAAM, the Hood River Fly-In was coordinated by the airport's FBO, and alternated years with The Dalles airport. ●

