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ONE DOLLAR

For globe-trotting opera singer, the Northwest feels like home

Meade took unconventional path to stardom

By KYLE SPURR
The Daily Astorian

Moments before taking the stage at major venues in New York, London or Spain, opera singer Angela Meade sits in her dressing room and reflects on how far she has come in her career.

"Sometimes I still pinch myself and I

think how did this happen?" she said.

Meade did not take the most conventional path to opera stardom. After graduating from high school in Centralia, Wash., in 1995, she found her voice in music classes at Centralia College, a community college where she intended to pursue medicine.

She finished her bachelor's degree in

music and vocal performance at Pacific Lutheran University in Tacoma, Wash. Following a brief stint in New York, she continued her music education in Los Angeles and Philadelphia.

She made her professional opera debut in 2008 at the famed Metropolitan Opera House, or the Met, in New York City.

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JOSHUA BESSEX — The Daily Astorian

Angela Meade will be portraying Mary, Queen of Scots, in a performance of Donizetti's "Maria Stuarda" this Sunday at the Liberty Theater.

FRACTURED FRAMEWORK

Local bridges in need of a fix

Several Clatsop County bridges are structurally deficient

By EDWARD STRATTON
The Daily Astorian

Many of Clatsop County's bridges are in need of significant maintenance and repair, a new report shows, and federal and state transportation spending has not kept up with the demand for improvements.

In "The Fix We're in For: The State of Oregon's Bridges," Transportation for America, a Washington, D.C.-based infrastructure advocacy group, found that 17 of Clatsop County's 147 bridges were structurally deficient, the second-highest countywide share in the state.

Structurally deficient bridges in Clatsop County include four major crossings — the Irving Avenue Bridge over 19th Street in Astoria, Old Youngs Bay Bridge on U.S. Highway 101 Business, Broadway Bridge over the Necanicum River and the Highway 101 crossing over Ecola Creek — that handle thousands of cars a day and are an average of 79 years old.

The structurally deficient designation does not mean the bridges are unsafe, but they do require significant maintenance and repair to decks, superstructures or substructures.

Meanwhile, more than 20 other major bridges, most on federal highways, are listed as functionally obsolete, not unsafe

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ONLINE AND INSIDE

Read the reports at www.dailyastorian.com
Page 2A: Fight over fuel standard kills state transportation plan



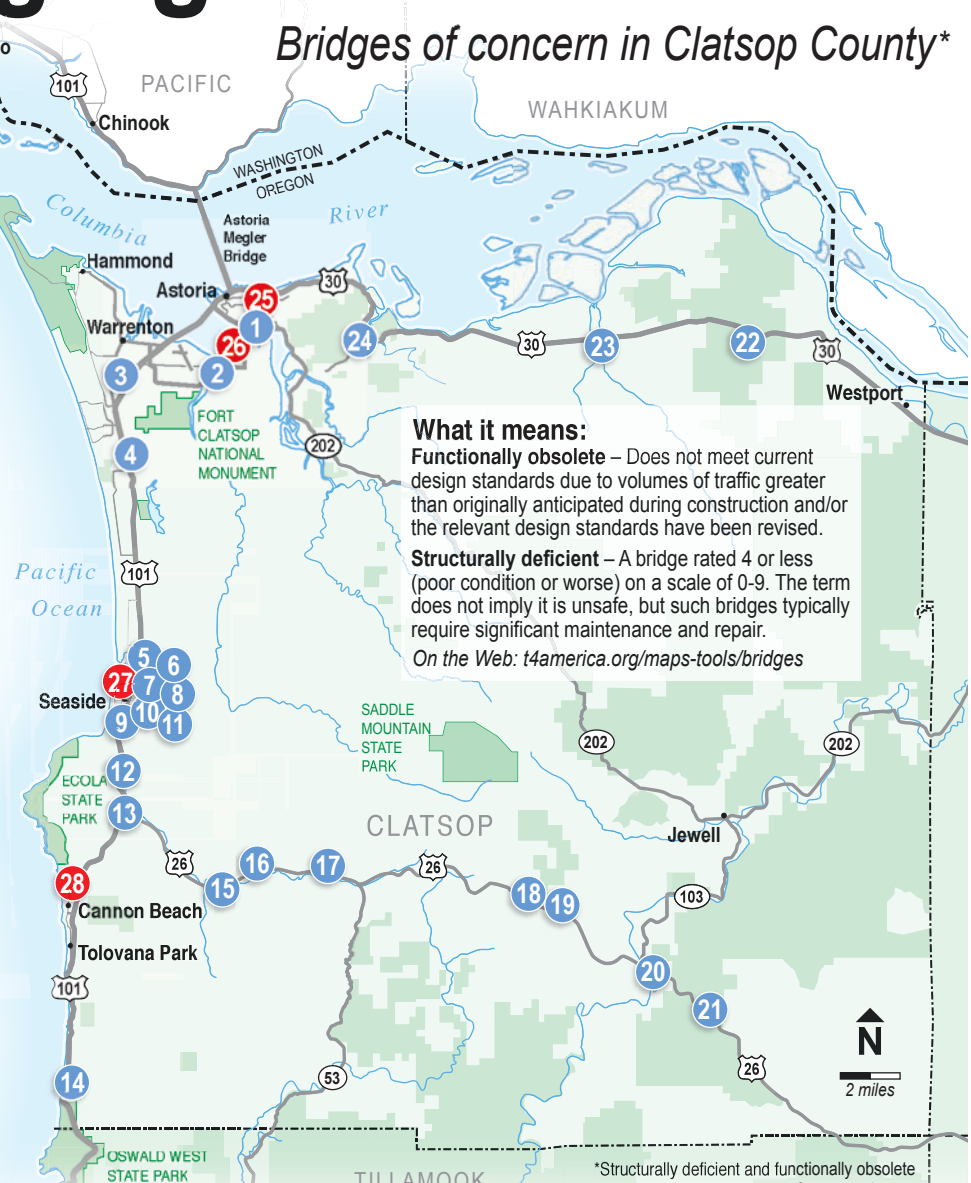
JOSHUA BESSEX — The Daily Astorian
From left, Dave Embree, Rodney Wendel, and Frank Berg, pour concrete on the Irving Avenue Bridge Tuesday. The \$5.8 million replacement of the bridge is 90 percent federally funded with the last 10 percent paid for by the city.

Our aging infrastructure

Many of the County's bridges are in need of repair

Functionally obsolete

1. U.S. Hwy. 101 Business over Fifth Street — Cars per day: 4,600; Built: 1921
2. U.S. Hwy. 101 Business over Lewis and Clark River — Cars per day: 3,400; Built: 1924
3. Fort Stevens Hwy. spur over Skipanon River — Cars per day: 2,289; Built: 1929
4. U.S. Hwy. 101 over Turlay Road — Cars per day: 16,900; Built: 1930
5. U.S. Hwy. 101 over Neawanna Creek — Cars per day: 15,900; Built: 1930
6. 12th Avenue over Necanicum River — Cars per day: 3,862; Built: 2003
7. Avenue G over Necanicum River — Cars per day: 3,310; Built: 1952
8. First Avenue over Necanicum River — Cars per day: 5,518; Built: 2001
9. U.S. Hwy. 101 over Shangri La Creek — Cars per day: 10,500; Built: 1960
10. Avenue U over Necanicum River — Cars per day: 3,750; Built: 1957
11. East Broadway over Neawanna Creek — Cars per day: 5,076; Built: 2002
12. U.S. Hwy. 101 over Necanicum River — Cars per day: 10,500; Built: 1930
13. U.S. Hwy. 101 at interchange with U.S. Hwy. 26 — Cars per day: 4,200; Built: 1987
14. U.S. Hwy. 101 over Arch Cape Creek — Cars per day: 3,300; Built: 1937
15. U.S. Hwy. 26 over Necanicum River — Cars per day: 6,200; Built: 1939
16. U.S. Hwy. 26 over Lindsley



What it means:

Functionally obsolete — Does not meet current design standards due to volumes of traffic greater than originally anticipated during construction and/or the relevant design standards have been revised.

Structurally deficient — A bridge rated 4 or less (poor condition or worse) on a scale of 0-9. The term does not imply it is unsafe, but such bridges typically require significant maintenance and repair.

On the Web: t4america.org/maps-tools/bridges

*Structurally deficient and functionally obsolete bridges handling thousands of cars per day.

17. U.S. Hwy. 26 over Little Humbug Creek — Cars per day: 6,200; Built: 1956
18. U.S. Hwy. 26 over West Humbug Creek — Cars per day: 6,500; Built: 1934
19. U.S. Hwy. 26 over East Fork Humbug Creek — Cars per day: 6,500; Built: 1934
20. U.S. Hwy. 26 at intersection with Oregon Hwy. 103 — Cars

21. U.S. Hwy. 26 over North Fork Quartz Creek — Cars per day: 7,500; Built: 1939
22. U.S. Hwy. 30 over Gnat Creek — Cars per day: 5,500; Built: 1929
23. U.S. Hwy. 30 over Big Creek — Cars per day: 7,600; Built: 1951
24. U.S. Hwy. 30 over John Day River — Cars per day: 8,800; Built: 1990

25. Irving Avenue over a ravine in Astoria — Cars per day: 1,732; Built: 1946
26. U.S. Hwy. 101 Business over Youngs River in Astoria — Cars per day: 4,600; Built: 1921
27. West Broadway over Necanicum River in Seaside — Cars per day: 6,622; Built: 1924
28. U.S. Hwy. 101 over Ecola Creek in Cannon Beach — Cars per day: 4,300; Built: 1952

Sources: Federal Highway Administration; Transportation for America

Research by Edward Stratton. Illustration by Alan Kenaga/EO Media Group

Phillips to pass Miss Oregon reins

Longtime director retires, but will stay involved

By KATHERINE LACAZE
EO Media Group

SEASIDE — Miss Oregon. Those two words are extremely significant to Dana Phillips. They represent a longtime source of pride, passion and, at times, stress for Phillips, who has served as executive director of the Miss Oregon Scholarship Program since 1986 and seen many young women she holds dear to her heart succeed.

That will change Monday — after this year's Miss Oregon is crowned Saturday — when the 65-year-old Phillips retires her post and hands the baton to three former Miss Oregon winners who together will take over.



KATHERINE LACAZE — EO Media Group

Dana Phillips, executive director of the Miss Oregon Scholarship Program, is retiring. She has been executive director since 1986 and involved in the program since 1979.

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Lack of power

Energy tax credit program yielded untaxed gains

By HILLARY BORRUD
Capital Bureau

SALEM — Auditors at the Oregon Department of Revenue in 2012 were told to ignore problems they found with the state's business energy tax credit, or at a minimum not to scrutinize them too closely.

The state issued the tax credits to owners of renewable energy and efficiency projects. Project owners could use the credits to offset their taxes, or sell them at a dis-

count to raise capital. Those sales produced a capital gain for the purchaser.

Auditors discovered purchasers were not paying taxes on those gains, which for some taxpayers amounted to more than \$1 million. Auditors wanted to put energy tax credits under a microscope, with a specific project to look at tax returns of individuals and corporations that claimed the credits.

Instead, Oregon Department of Revenue director Jim Buchholz told auditors to hold off because the Kitzhaber administration planned to push for a bill in the 2013 legislative session to retroactively

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