



Photos by Colin Murphey/The Daily Astorian
The Astoria Bridge is reflected in the window of a Clatsop County Sheriff's Office boat on patrol in September.

Bridges: Two projects are concluding while two more will not begin or finish until 2019

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Businesses may be especially enthused. While the state's improvement projects have been necessary, they tend to have some impact on commerce, said Skip Hauke, director of the Astoria-Warrenton Area Chamber of Commerce. "Any time there's construction on a bridge in or around the North Coast, it affects somebody. It just makes people think twice before heading in that direction," Hauke said. "It'll be a pleasure not having the bridge closures next year."

Workers recently wrapped a bow around the second of a three-phase project to repair the Astoria Bridge. All of the work above the road is finished.

Since 2009, workers have removed and replaced much of the paint that coats steel on the 4.2-mile bridge. They also have replaced corroded rivets and worked on the steel below the roadway, including the support towers. Solar lights were added to deter pilots away from the towers.

Prior to the project, officials noticed the bridge, now more than 50 years old, had become increasingly fragile due to year-round storms, saltwater and heavy traffic both on the



Repairs to the Astoria Bridge will resume in 2019.

road and along the river below it. The project has taken longer than originally planned due to weather and the discovery of more corrosion than expected.

When work resumes within the next couple of years, the final phase will mainly involve painting the trusses below deck. The state will have spent about \$50 million dollars by the time the project is completed.

Repairs to the Old Youngs Bay Bridge and Lewis and Clark River Bridges — two small drawbridges built in the 1920s — will be completed by the end of this month after

about three years, Torres said. The \$16.7 million projects on those bridges have included replacement of electrical systems, asphalt surface repairs and improvements to corroded steel.

"There's quite a lot of old mechanical work that had to happen," he said. "It's virtually finished."

Major renovations to the New Youngs Bay Bridge will commence in 2019, though the scope, time and length of the project will not be finalized until early 2018. An initial cost estimate was \$12.4 million, though that figure could change.

The work will include replacing joints, installing special protection for metal parts, seismically retrofitting bridge spans and raising the lift span tower and sign bridges. Officials have revised original plans and are discussing how to best schedule the project to curb disturbances to traffic patterns, Torres said.

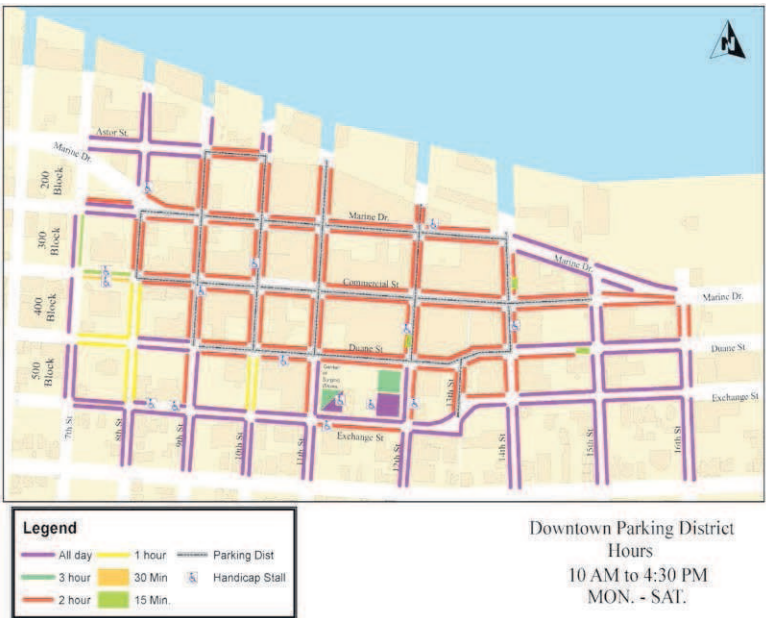
"We're talking about some major work," he said. "It's definitely a modified version of what we were going to do."

Though the bridge is less than a mile long, it is the main thoroughfare connecting Warrenton and Astoria. Its closure will likely have some impact on businesses along U.S. Highway 101 and U.S. Highway 101 Business, Hauke said. But he adds that he does not oppose the project.

"They do what they do, and they do a good job," he said.

Parking is regulated in downtown Astoria from 10 a.m. to 4:30 p.m. Monday through Saturday.

Credit: City of Astoria



Parking: Position is paid for by lodging taxes

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But enforcement is a continual challenge, and parking an ever-thorny issue. The city has not had a parking enforcement officer since Officer John Hord retired four years ago. "They've been begged to in the last year," Heath said.

The new position is one of several for Harris, a prolific artist who works in several mediums, including quilted paintings, tile work and custom dog portraits.

While being a downtown ambassador for the city, Harris also leads bike tours on the Astoria Riverwalk with cruise ship visitors for Sundial Travel, and volunteers with Meals on Wheels in Seaside.

Harris will be in a uniform with her community outreach officer title and the downtown association logo. She is being introduced to local business owners and writing courtesy tickets, with enforcement to



Colin Murphey/The Daily Astorian
Ronni Harris crosses Commercial Street in downtown Astoria. Harris is Astoria's new community outreach officer.

pick up after the holidays.

The reaction is mixed when she tells people about her new job.

"I was really going, 'Oh God, what did I get myself into,'" Harris said. "But then, once I started walking around and getting to know a lot of the

people, it's also been very positive, and people are very glad I'm going to be doing it. So I would like to turn it into everybody's going to be glad I'm there. They're going to be glad to see me coming. They're not going to be like, 'Oh, you're the parking Nazi?'"

Bill: More details about the proposed program released

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go toward projects only in rural areas, addressing a concern that a cap-and-invest law would largely benefit already-thriving urban centers, such as the Portland metro area.

- Some of the proceeds also could be used to pay for "carbon sequestration" on farms, which could involve changes in cover plants and reducing soil disturbances.

- Rule-making for the program will have legislative oversight. Some members of the business community resisted the idea of the Department of Environmental Quality having unilateral authority in rule-making.

- Commissions and advisory groups on global warming would be consolidated into one advisory committee and one legislative committee.

Despite the changes, some business groups said they're still opposed to the idea.

Jenny Dresler, director of state public policy at the Oregon Farm Bureau, is a member of a coalition campaigning against cap and invest, Oregonians for Balanced Climate Policy.

"Oregon has made tremendous progress toward reducing our carbon emissions and is now one of the cleanest economies in the country," Dresler said. "Driving up gas and energy prices on consumers, farmers and employers — as a cap-and-trade bill will do — will only result in fewer jobs and more pressure on family budgets. There are better ways to fight climate change, and Oregon is already at the forefront of that effort."

What's the cap, and what's the investment?

The cap would limit the amount of carbon a business may emit to less than 25,000 tons of carbon dioxide per year, beginning in 2021. Those that emit more than that amount — currently about 100 businesses in Ore-

gon — would be required to buy market-priced allowances for the excess. The program essentially puts a price on emissions.

Meanwhile, the allowances would be sold at a North American auction and generate revenue that would then be invested in projects that slow climate change.

Supporters say the bill could generate hundreds of millions of dollars a year for those projects.

Investments could include rebates for electric vehicles, solar panels on homes or safety improvements on bicycle lanes, among other things, said Brad Reed of environmental advocacy group Renew Oregon.

"Oregonians really value where we live and making a cleaner economy. ... Once those investments start to show, then people are going to understand how beneficial this program is going to be," Reed said.

How much would it cost?

Cost estimates for starting the program have yet to be calculated. That process will begin once the bill is finished, Dembrow said.

The state will achieve some cost savings by participating in the same auction market as California and the Canadian provinces of Quebec and Ontario, the senator said.

The program will drive up the cost of fuel and electricity. Electric rates could climb by about 1 to 3 percent, Dembrow said. It's unclear how much fuel prices could increase.

A study by the Department of Environmental Quality indicated the costs could have an inordinate effect on people in low-income and rural communities because they already spend a larger percent of their income on fuel.

Dembrow has proposed using another chunk of the program's proceeds for utility payment assistance for low-income Oregonians.

Mimosa Madness

Get up early with Cannon Beach for a uniquely different Black Friday shopping experience. Be *One of a Kind* not one of the crowd! Celebrate the day after Thanksgiving in our small beach town, offering big excitement, personal service, and refreshments while you shop.

Discover treasures to gift and keep!
Special offers from 8 am - 11 am
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FRIDAY, NOVEMBER 24TH

"Mimosa Madness" is the name of the event, refreshments vary by location

For a full list of Haystack Holidays events and tickets visit www.cannonbeach.org

Join us for our **Holiday Concert** with **The Trail Band**, an 8-piece ensemble that creates an energetic blend of brass and string arrangements on December 27th, and **Holiday Foods Around the World** from 12/26 - 12/29

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