



PORT OF HOOD RIVER

REGULAR SESSION

Tuesday, June 16, 2026, at 5:00 PM

Port Conference Room

1000 E. Port Marina Drive, Hood River

View the live stream at: <https://www.youtube.com/@portofhoodriver2178/streams>

AGENDA

1. **4:00 PM – Executive Session** – Call to Order: An Executive Session will be held in accordance with:

- a. ORS 192.660(2)(e) – Real Property Transactions
- b. ORS 192.660(2)(e) – Real Property Transactions
- c. ORS 192.660(2)(h) – Conferring with Legal Counsel regarding litigation
- d. ORS 192.660(2)(e) – Real Property Transactions

Representatives of the news media and designated staff shall be allowed to attend the executive session. All other members of the audience are asked to leave the room. Representatives of the news media are specifically directed not to report on or otherwise disclose any of the deliberations or anything said about these subjects during the executive session, except to state the general subject of the session as previously announced. No decision may be made in executive session. At the conclusion of the executive session, the Board may either return to open session to take further action or adjourn the meeting.

2. **Adjourn Executive Session** (5-minute transition break) - If needed, Executive Session will reconvene following the regular meeting.

3. **Call to Order** – 5:00 PM

- a. Modifications, Additions to Agenda
- b. Public Comment (5 minutes per person per subject; 30-minute total limit)

4. **Public Hearing Re: Special Procurement Exemption**

- c. Open Hearing
- d. Receive Comment
- e. Close Hearing

5. **Consent Agenda**

- a. Approve Minutes: May 5, 2026 Budget Committee; May 19, 2026 Regular Session and Commission Workshop (*P. Rosas, Pg. 3*)
- b. Approve Res. No. 2025-26-25 Accepting Findings for a Special Procurement Exemption (*K. Greenwood, Pg. 11*)
- c. Approve Contract with Aviation Mgmt. Services for Managing the Airport (*K. Greenwood, Pg. 17*)
- d. Approve Res. No. 2025-26-26 adopting the POHR Succession Plan (*K. Greenwood, Pg. 35*)
- e. Approve Res. No. 2025-26-27 adopting Updated Master Fee Schedule (*D. Smith-Wagar, Pg. 47*)
- f. Approve Task Order 10, Amendment 6 with HDR for On-Call Services (*A. Rose, Pg. 59*)
- g. Approve Amendment No. 5 with PAM for Tolling Services (*D. Smith-Wagar, Pg. 63*)
- h. Approve President's Signature on Joint 6(f) Letter with HRWSBA (*K. Greenwood, Pg. 73*)

- i. Approve Notice of Intent to Award to Abhe & Svoboda for Bridge Steel & Coating Maintenance Repairs – NTE \$625,885(A. Rose, Pg. 85)
- j. Approve Accounts Payable to Cable Huston LLP (D. Smith-Wagar, Pg. 87)

6. Informational Reports

- a. Monthly Financial Report (D. Smith-Wagar, Pg. 91)

7. Presentations & Discussion Items

- a. Hood River Bridge Weld Program Report (A. Rose, Pg. 103)
- b. Define Next Steps for Marina East/West Request for Developer Interest (M. Channell, Pg. 121)
- c. Anchor Way Parking Lot: Rate Setting for Leased Parking Spaces (M. Channell, Pg. 133)

8. Executive Director Report (K. Greenwood, Pg. 137)

9. Commissioner, Committee Reports

10. Action Items

- a. Open Public Hearing on Approved Budget for FY 2026-27 (D. Smith-Wagar, Pg. 165)
- b. Receive Comment
- c. Close Hearing
- d. Approve Res. No. 2025-26-28 Adopting the FY26-27 Budget

11. Commission Call/Upcoming Meetings

- a. Upcoming Meetings:
 - 1. Regular Session – July 21, 2026
 - 2. Regular Session – August 18, 2026
 - 3. Regular Session – September 15, 2026
- b. Strategic Business Plan – Important Dates:
 - 1. Open House – June 9, 2026
 - 2. Needs Assessment & Economic Analysis Review – July 21, 2026
 - 3. Draft Goals & Strategic Direction Discussion – August 18, 2026

12. Adjourn

If you have a disability that requires any special materials, services, or assistance, please contact us at (541) 386-1645 so we may arrange for appropriate accommodations.

*The chair reserves the opportunity to change the order of the items if unforeseen circumstances arise. The Commission welcomes public comment on issues not on the agenda during the public comment period. With the exception of factual questions, the Commission does not immediately discuss issues raised during public comment. The Commission will either refer concerns raised during public comment to the Executive Director for a response or will request that the issue be placed on a future meeting agenda. People distributing copies of materials as part of their testimony should bring **10 copies**. Written comment on issues of concern may be submitted to the Port Office at any time.*

BUDGET COMMITTEE MEETING

PRESENT: Commissioners: Heather Gehring, Kathryn Thomas, and Tor Bieker. **Staff:** Kevin Greenwood, Debbie Smith-Wagar, Daryl Stafford, Amanda Rose, and Patty Rosas. **Budget Committee Members:** Jonathan Tillman, Bonifacio Romero, and Judy Newman. **Guests:** Jeff Renard, Aviation Management Services.

EXCUSED: Budget Committee Member Larry Brown, Budget Committee Member John Benton, Commissioner Kristi Chapman, and Commissioner Ben Sheppard.

1. CALL TO ORDER & OPEN MEETING: President Heather Gehring called the Budget Committee meeting to order at 1:33 p.m. Attendees were welcomed and introductions were made.

2. ELECTION OF OFFICERS:

a. **Motion:** Move to elect Bonifacio Romero as President.
Move: Newman
Second: Bieker
Discussion: None
Vote: **Ayes:** Gehring, Thomas, Bieker, Tillman, Romero, and Newman.
Excused: Brown, Benton, Chapman, and Sheppard.
MOTION CARRIED

b. **Motion:** Move to elect Jonathan Tillman as Secretary.
Move: Bieker
Second: Romero
Discussion: None
Vote: **Ayes:** Gehring, Thomas, Bieker, Tillman, Romero, and Newman.
Excused: Brown, Benton, Chapman, and Sheppard.
MOTION CARRIED

3. BUDGET OFFICER MESSAGE: Executive Director and Budget Officer Kevin Greenwood presented the Fiscal Year 2026-27 Budget Message. He explained that the upcoming fiscal year represents a significant transition for the Port as bridge toll revenues will be restricted to bridge-related uses beginning July 1, 2026. He noted that the proposed budget focuses on operating performance, financial transparency, and long-term sustainability. Greenwood highlighted improvements in operating income across several departments, particularly industrial properties and parking operations, while noting continued progress in reducing losses within the airport and marina basin operations. He also discussed the creation of a Capital Reserve Fund to improve planning for future capital repairs and replacements. Greenwood concluded by emphasizing the Port's continued implementation of the Strategic Business Plan while beginning work on an updated plan.

Committee members asked questions regarding electronic toll collection, parking revenues, marina operations, overhead allocations, and the Port's long-term financial sustainability. Staff responded to questions and provided additional clarification regarding budget assumptions and operating results.

4. BUDGET REVIEW: Finance Director Debbie Smith-Wagar reviewed the proposed FY 2026-27 budget in detail. She discussed major revenue sources and expenditures within the General Fund and reviewed assumptions related to industrial properties, waterfront redevelopment, airport operations, marina basin activities, and parking revenues. Smith-Wagar highlighted anticipated revenues from new airport T-

hangars, ongoing installment payments associated with the Lower Mill property sale, and planned investments in waterfront transportation improvements and facility maintenance. She also reviewed capital projects included in the budget, including repairs to the Big 7 building and improvements to recently acquired properties intended for future Port administrative and operations functions.

5. **BUDGET DELIBERATIONS:** The Budget Committee engaged in discussion regarding the proposed budget and the assumptions used in its development. Committee members asked questions regarding operating income trends, overhead allocations, capital reserve planning, and future redevelopment opportunities. Smith-Wagar identified redevelopment of waterfront commercial property, unforeseen bridge maintenance needs, and aging facility infrastructure as the primary financial risks facing the Port. Committee members also discussed the importance of developing a formal Capital Improvement Program to support long-term capital planning and reserve funding.

Discussion included the Port's reliance on grant funding for several major projects, including waterfront transportation improvements and airport development. Committee members acknowledged the uncertainty associated with future grant awards and the need to remain flexible as projects move forward. Several members commented positively on the increased transparency and clarity of the budget presentation and financial reporting structure. Staff also discussed the condition of the Big 7 building and the budgeted funding set aside for potential repairs and water mitigation improvements.

6. **ACTION ITEMS:**

- a. **Motion:** Move to approve a property tax levy at the rate of \$.0332 per thousand of assessed value for FY 2026-27

Move: Bieker

Second: Newman

Discussion: None

Vote: **Ayes:** Gehring, Thomas, Bieker, Tillman, Romero, and Newman.

Excused: Brown, Benton, Chapman, and Sheppard.

MOTION CARRIED

- b. **Motion:** Move to approve the FY 2026-27 budget as presented.

Move: Newman

Second: Tillman

Discussion: None

Vote: **Ayes:** Gehring, Thomas, Bieker, Tillman, Romero, and Newman.

Excused: Brown, Benton, Chapman, and Sheppard.

MOTION CARRIED

7. **ADJOURN:** The meeting was adjourned at 3:30 p.m.

ATTEST:

Heather Gehring, President

Kristi Chapman, Secretary

COMMISSION WORKSHOP – STRATEGIC BUSINESS PLAN

PRESENT: Commissioners: Kristi Chapman, Kathryn Thomas, and Tor Bieker. **Staff:** Kevin Greenwood, Daryl Stafford, Debbie Smith-Wagar, Amanda Rose, Megan Channell, Emily Curtis, and Patty Rosas. **Guests:** Jeff Renard, Aviation Management Services; Brian Points, Points Consulting; Carson Valley, Points Consulting; Dylan Kluss, Points Consulting.

EXCUSED: Commissioner Heather Gehring, Commissioner Ben Sheppard

- 1. CALL TO ORDER** – Vice President Tor Bieker called the Strategic Business Plan Workshop to order at 4:00 p.m.
- 2. STRATEGIC BUSINESS PLAN DISCUSSION:** Points Consulting facilitated a discussion regarding the Port's Strategic Business Plan, including a review of the draft mission, vision, and values statements. Commissioners discussed the continued relevance of the current mission statement, the aspirational nature of the vision statement, and organizational values such as integrity, transparency, stewardship, collaboration, and diversity. Staff also provided feedback on how the mission, vision, and values are reflected in Port operations and decision-making.

Points Consulting presented preliminary SWOT (Strengths, Weaknesses, Opportunities, and Threats) findings developed through stakeholder interviews, facility tours, and review of the previous Strategic Business Plan. Commissioners participated in an interactive SWOT exercise, providing comments and feedback on the draft findings. Consultants reported that stakeholder outreach was ongoing and that broader community engagement efforts would begin in June.

- 3. ADJOURN:** The meeting was adjourned at 5:02 p.m.

ATTEST:

Heather Gehring, President

Kristi Chapman, Secretary

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REGULAR SESSION

PRESENT: Commissioners: Kristi Chapman, Kathryn Thomas, and Tor Bieker. **Staff:** Kevin Greenwood, Daryl Stafford, Debbie Smith-Wagar, Amanda Rose, Megan Channell, Emily Curtis, and Patty Rosas.

Guests: Jeff Renard, Aviation Management Services.

EXCUSED: Commissioner Heather Gehring, Commissioner Ben Sheppard

1. CALL TO ORDER: Vice President Tor Bieker called the meeting to order at 5:02 p.m.

a. Modifications, Additions to Agenda:

1. Add Consent Agenda Item 2(j) – Negotiations with FLYIT ACADEMY for potential FBO lease and Operating Agreement at the airport.
2. Add Discussion Item 4(b) – Interview committee for the Marina East and West redevelopment RFDI process.
3. Move Consent Agenda Item 2(c) (e) and (f) to discussion items.

b. Public Comment: No public testimony was provided. The Commission acknowledged receipt of written correspondence regarding Amazon Facility Appeal #26-0035.

2. CONSENT AGENDA:

- a. Approve Minutes from April 21, 2026 Regular Session and Spring Planning
- b. Approve Purchase and Sales Agreement for Facilities Building
- ~~c. Approve Resolution No. 2025-26-24 Updating Marina Rules & Regulations~~
- d. Approve Contract with Kapsch for Tolling Equipment Maintenance
- ~~e. Approve Oregon Energy Trust Agreements for Airport Terminal Building~~
- ~~f. Approve Task Order 15 With HDR for Construction Management Services~~
- g. Approve Letter of Support for Mt. Hood Railroad
- h. Approve Proposal with SUM Design for Renovation of 200 N Wasco Court Building
- i. Approve Accounts Payable to Cable Huston LLP
- j. Approve Negotiations with FLYIT ACADEMY for Potential FBO Lease and Operating Agreement at Airport

1. **Motion:** Move to approve the Consent Agenda as modified.

Move: Chapman

Second: Thomas

Discussion: Commissioner Tor Bieker disclosed that he provides flight instruction at the airport and stated that he had not participated in the scoring or selection process related to the FLYIT ACADEMY item.

Vote: **Ayes:** Chapman, Thomas, and Bieker

Excused: Gehring, Sheppard

MOTION CARRIED

2. **Motion:** Move to approve Resolution No. 2025-26-24 Updating Marina Rules & Regulations

Move: Thomas

Second: Chapman

Discussion: Commissioner Kathryn Thomas requested discussion of Resolution No. 2025-26-24

updating the Marina Rules and Regulations. Staff provided a brief overview of the proposed revisions and answered questions from the Commission.

Vote: **Ayes:** Chapman, Thomas, and Bieker
Excused: Gehring, Sheppard

MOTION CARRIED

3. **Motion:** Move approve Oregon Energy Trust Agreements for Airport Terminal Building
Move: Chapman
Second: Thomas
Discussion: The Commission discussed the Oregon Energy Trust agreements related to the Airport Terminal Building project. Staff reviewed the purpose of the feasibility study and funding opportunity.

Vote: **Ayes:** Chapman, Thomas, and Bieker
Excused: Gehring, Sheppard

MOTION CARRIED

4. **Motion:** Move to authorize the Executive Director to execute Task Order No. 15 Amendment No. 1 with HDR Engineering, Inc. in an amount not to exceed \$189,534 for construction administration and construction support services associated with the Bridge Steel and Coating Maintenance Repairs project, with amended GSA rates.

Move: Thomas
Second: Chapman

Discussion: The Commission discussed Task Order 15 with HDR Engineering for construction management services. Commissioners asked questions regarding project oversight, travel expenses, and reimbursement rates. Staff noted the agreement would be modified to utilize IRS reimbursement rates.

Vote: **Ayes:** Chapman, Thomas, and Bieker
Excused: Gehring, Sheppard

MOTION CARRIED

3. **INFORMATIONAL REPORTS:** Finance Director Debbie Smith-Wagar presented the Monthly Financial Report. She reviewed year-to-date financial performance and highlighted approximately \$3.4 million in capital expenditures completed through March 31, 2026. Additional detail regarding capital projects was included to provide greater transparency regarding ongoing investments, including airport hangar construction and property acquisition activities. Commissioners discussed capital spending trends and overall financial performance.

4. **PRESENTATIONS & DISCUSSION ITEMS:**

- a. **Anchor Way Parking Lot Rental** – Director of Capital Development and Planning Megan Channell presented a proposal regarding the Anchor Way Parking Lot. Staff discussed the potential for a pilot program that would allow a portion of the new parking lot to be reserved for long-term parking rentals serving waterfront and downtown businesses. Commissioners discussed demand, pricing, and impacts to public parking availability and expressed support for exploring a one-year pilot program to evaluate usage and effectiveness before considering a longer-term program.
- b. **Marina RFDI Interview Committee** – Executive Director Kevin Greenwood discussed the formation of an interview committee for the Marina East and West Redevelopment RFDI process. Following discussion, the Commission determined that the Internal Real Estate Committee would serve as the interview committee.

- 5. **DIRECTOR REPORT:** Greenwood reported that the Port's Airport Terminal Building EDA grant application was progressing through the federal review process and provided an update on an upcoming trip to Washington, D.C., to meet with congressional offices regarding Port priorities. Greenwood also discussed recent bridge maintenance activities, including bridge welding work, enforcement actions during construction, and implementation of a bridge numbering system to improve maintenance tracking and asset management.

- 6. **COMMISSIONER, COMMITTEE REPORTS:**
 - a. Commissioner Bieker provided an update on the Army Corps of Engineers Hood River Mouth Feasibility Study, which is evaluating opportunities to improve habitat for native species and assess potential restoration alternatives within the estuary area. The study is expected to take approximately three years to complete.

 - b. Commissioner Kathryn Thomas recognized staff for their efforts and diligence in reviewing airport proposals.

- 7. **ACTION ITEMS:** None

- 8. **COMMISSION CALL:** None

- 9. **UPCOMING MEETINGS:** No Discussion

- 10. **ADJOURN:** The meeting was adjourned at 6:19 p.m.

ATTEST:

Heather Gehring, President

Kristi Chapman, Secretary

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Commission Memo

Prepared by: Kevin Greenwood, Executive Director
Date: June 16, 2026
Re: Resolution Authorizing Special Procurement Exemption



BACKGROUND:

Since June 2024, Aviation Management Services (AMS), led by Jeff Renard, has provided airport management services for the Ken Jernstedt Airfield (4S2). AMS has assisted the Port with airport operational management, FAA coordination, Airport Advisory Committee support, airport planning coordination, airport operational assessments, lease coordination, Airport Master Plan implementation, and management of airport capital improvement projects.

During this period, AMS has played a significant role in advancing several major airport initiatives, including the South Apron T-Hangar and Turf Taxilane Project, FAA and Oregon Department of Aviation grant administration, airport operational efficiency efforts, terminal building planning, airport lease updates, and long-term airport financial sustainability planning.

At the May 5, 2026 Budget Committee meeting, the Commission expressed interest in continuing the AMS contract structure to maintain continuity of airport management and support ongoing airport operational and development initiatives.

ISSUE:

The Port's Procurement Rules generally require competitive procurement for personal services contracts. Section 4.C of the Port's Procurement Rules provides that contracts for personal services anticipated to be executed as an "on-call, master, or other form with an indefinite value" are generally subject to a formal procurement process.

However, ORS 279B.085 authorizes a Local Contract Review Board to approve a "special procurement" upon approval of findings supporting the procurement method. The Port Board of Commissioners serves as the Port's Local Contract Review Board. OAR 137-047-0285 further authorizes special procurements when the contracting agency determines the procurement will likely result in substantial cost savings, operational efficiency, or other substantial public benefits.

The proposed resolution would approve findings supporting a special procurement exemption and authorize direct award of a five-year Master Services Agreement (MSA) framework with Aviation Management Services (AMS). Services under the MSA would be authorized through annual work orders subject to annual Commission approval and annual budget appropriations.

The findings supporting the exemption include:

- AMS' institutional familiarity with the Ken Jernstedt Airfield;
- continuity of active FAA and Oregon Department of Aviation grant-funded projects;
- ongoing Airport Master Plan and terminal planning efforts;
- ongoing relationships with airport tenants, FAA staff, consultants, and stakeholders;
- reduced operational disruption and transition costs; and
- preservation of continuity during active airport development initiatives.

BUDGET IMPACT:

The proposed Master Services Agreement itself does not obligate future expenditures. Annual work orders would establish yearly scopes of work and not-to-exceed compensation amounts subject to annual Commission approval through the budget process.

The FY 2026-27 proposed budget includes funding for the first annual work order under the proposed Master Services Agreement.

RECOMMENDATION:

MOTION to adopt Resolution No. 2025-26-25 authorizing a special procurement exemption and direct award of a five-year Master Services Agreement framework to Aviation Management Services (AMS), with annual work orders subject to annual Commission approval and budget appropriations.

ALTERNATIVES:

1. Direct staff to modify the proposed procurement structure or agreement terms.
2. Direct staff to initiate a formal competitive procurement process for airport management services.

ATTACHMENTS:

Resolution No. 2025-26-25

PORT OF HOOD RIVER

Resolution No. 2025-26-25

A RESOLUTION ADOPTING FINDINGS TO SUPPORT A SPECIAL PROCUREMENT EXEMPTION FOR AIRPORT MANAGEMENT SERVICES, DECLARING SUCH EXEMPTION, AND AUTHORIZING DIRECT AWARD OF A MASTER SERVICES AGREEMENT TO AVIATION MANAGEMENT SERVICES (AMS)

WHEREAS, the Port of Hood River (“Port”) Board of Commissioners (“Board”) is the Local Contract Review Board of the Port; and

WHEREAS, ORS 279B.085 and the Port’s Public Contracting Rules authorize the Local Contract Review Board to approve a special procurement upon approval of findings supporting the procurement method; and

WHEREAS, since June 2024, Aviation Management Services (“AMS”) has provided airport management services for the Ken Jernstedt Airfield (4S2), including airport operational management, FAA coordination, Airport Advisory Committee support, airport planning coordination, lease coordination, airport operational assessments, Airport Master Plan implementation, terminal planning support, and airport capital project coordination; and

WHEREAS, AMS has developed substantial institutional knowledge and operational familiarity regarding the Ken Jernstedt Airfield, including familiarity with airport tenants, neighboring property owners, FAA personnel, Oregon Department of Aviation personnel, airport infrastructure, airport leases, through-the-fence agreements, airport operational issues, and long-term airport planning initiatives; and

WHEREAS, AMS has coordinated and managed active FAA and Oregon Department of Aviation grant-funded projects associated with the South Apron T-Hangar and Turf Taxilane Project, including FAA grant administration, procurement coordination, construction administration support, grant reporting, FAA compliance coordination, and consultant coordination associated with more than \$2 million in ongoing airport capital projects; and

WHEREAS, AMS has established ongoing working relationships with the Federal Aviation Administration Airports District Office, Oregon Department of Aviation staff, airport tenants, consultants, contractors, local businesses, neighboring landowners, and aviation stakeholders involved in airport operations and airport development initiatives; and

WHEREAS, the Port is currently advancing significant airport operational, planning, and development initiatives, including implementation of airport operational efficiency measures, airport lease updates, terminal planning efforts, Airport Master Plan implementation activities, future Airport Master Plan updates, airport development planning, and FAA-funded airport capital improvement projects; and

WHEREAS, the Board finds that maintaining continuity of airport management services during this active period of airport development and FAA grant implementation will provide substantial operational and public benefits to the Port and airport users; and

WHEREAS, the Board further finds that transitioning airport management responsibilities to another consultant during ongoing airport operational and capital improvement efforts would likely result in significant inefficiencies, increased administrative costs, delays associated with onboarding and relearning airport-specific operational and regulatory issues, and disruption to ongoing airport planning and FAA grant coordination efforts; and

WHEREAS, the Board finds that AMS possesses specialized expertise and institutional familiarity regarding the Ken Jernstedt Airfield that would require substantial time and expense for another consultant to replicate, and that Port staff estimate a new contractor could require up to twelve months to develop the operational familiarity and stakeholder relationships AMS has already established; and

WHEREAS, the proposed procurement structure includes a five-year Master Services Agreement framework effective July 1, 2026, with specific airport management services to be authorized through annual work orders subject to annual budget appropriations and Commission approval; and

WHEREAS, the Board finds that utilizing a Master Services Agreement framework with annual work orders will provide administrative efficiency while preserving annual Commission oversight of airport management priorities, scope of work, and budget authority; and

WHEREAS, the Board finds that direct award of a Master Services Agreement framework to AMS is unlikely to encourage favoritism or substantially diminish competition because the exemption is based upon continuity of operations, airport-specific institutional knowledge, active FAA grant coordination, and the substantial operational and public benefits associated with maintaining continuity of airport management services during ongoing airport development and federally funded construction activities; and

WHEREAS, the Board further finds that direct award of a Master Services Agreement framework to AMS will likely result in substantial cost savings and other substantial benefits to the Port by reducing operational disruption, avoiding duplication of onboarding and transition costs, preserving continuity of FAA grant administration and airport planning activities, and maintaining ongoing relationships with airport stakeholders and regulatory agencies; and

WHEREAS, pursuant to ORS 279B.085 and applicable public contracting rules, the Port published notice of the proposed special procurement exemption and provided an opportunity for protest prior to consideration of this Resolution by the Board; and

WHEREAS, after due deliberation, the Port Board, acting as the Local Contract Review Board, hereby adopts these findings in support of a special procurement exemption and direct award of a Master Services Agreement framework for airport management services to Aviation Management Services.

NOW, THEREFORE, THE PORT OF HOOD RIVER BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:

Section 1. Exemption Approval. The Board of Commissioners hereby adopts findings supporting a special procurement exemption for a five-year Master Services Agreement framework to provide airport management and related aviation support services, declares such exemption, and authorizes direct award of the agreement to Aviation Management Services (AMS), with services to be authorized through annual work orders subject to annual budget appropriations and Commission approval.

Section 2. Authority to Execute Agreement. The Executive Director is authorized to negotiate and execute the Master Services Agreement and annual work orders with Aviation Management Services (AMS), subject to legal review and approved budget authority.

Section 3. Effective Date. This resolution is and shall be effective from and after the date that it is adopted.

Adopted by the Board of Commissioners of the Port of Hood River on this 16 day of June, 2026.

SIGNED:

Heather Gehring, President

ATTEST:

Kristi Chapman, Secretary

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Commission Memo

Prepared by: Kevin Greenwood, Exec. Director
Date: June 16, 2026
Re: MSA and FY2027 Work Order with
Aviation Management Services (AMS)



BACKGROUND:

Since June 2024, Aviation Management Services (AMS), led by Jeff Renard, has provided airport management and aviation support services for the Ken Jernstedt Airfield (4S2). AMS has assisted the Port with airport operational management, FAA coordination, airport grant administration, Airport Advisory Committee support, airport planning coordination, airport lease and through-the-fence agreement coordination, terminal planning support, and management of airport capital improvement projects.

AMS has played a significant role in advancing several important airport initiatives, including the South Apron T-Hangar and Turf Taxilane Project, FAA and Oregon Department of Aviation grant coordination, airport operational efficiency efforts, and long-term airport financial sustainability planning.

The Port has received consistently strong positive feedback regarding AMS' work from airport tenants, airport stakeholders, aviation partners, FAA representatives, and Oregon Department of Aviation staff. AMS has established productive working relationships within the airport community and has provided continuity during an active period of airport development and FAA-funded project implementation.

At the May 5, 2026 Budget Committee meeting, the Commission expressed interest in continuing the AMS contract structure to maintain continuity of airport management services and support ongoing airport operational and development initiatives.

ISSUE:

Staff recommends approval of a five-year Master Services Agreement (MSA) framework with Aviation Management Services (AMS), effective July 1, 2026 through June 30, 2031. Services under the MSA would be authorized through annual work orders subject to annual Commission approval and annual budget appropriations.

The proposed FY27 Work Order No. 1 would authorize airport management and aviation support services for Fiscal Year 2026-27 in an amount not-to-exceed \$37,000, including reimbursable expenses.

The proposed agreement structure provides continuity of airport management services while maintaining annual Commission oversight regarding scope of work, budget authority, and airport operational priorities.

The proposed hourly billing rate of \$85 per hour remains unchanged from the original 2024 Aviation Management Services agreement.

BUDGET IMPACT:

Funding for the FY 2026-27 Work Order No. 1 is included within the proposed FY 2026-27 Airport budget. The Master Services Agreement itself does not obligate future expenditures. Future annual work orders would be subject to annual Commission approval and annual budget appropriations.

RECOMMENDATION:

MOTION to authorize the Executive Director to execute a five-year Master Services Agreement with Aviation Management Services (AMS), effective July 1, 2026 through June 30, 2031, and to execute FY 2026-27 Work Order No. 1 in an amount not-to-exceed \$37,000.

ATTACHMENTS:

Master Personal Services Agreement
Work Oder 1 (Exhibit A)

MASTER PERSONAL SERVICES AGREEMENT

This Master Personal Services Agreement (this "Agreement") is between the **Port of Hood River**, an Oregon Municipal Corporation, (hereinafter referred to as "**Port**"), and **JKR7 dba Aviation Management Services** (hereinafter referred to as "**Consultant**").

In consideration of the mutual covenants set forth in this Agreement, and for good and valuable consideration, the sufficiency of which is hereby acknowledged, Port authorizes Consultant and Consultant agrees to carry out and complete services as described below:

1. **PROJECT:** Work shall be performed by Consultant in connection with a project generally described as: **Airport Management & Aviation Support Services** (the "Project").
2. **SCOPE OF SERVICES:**
 - a. **Work Orders.** The Consultant shall be responsible for the performance of all services as set forth in Work Orders issued by the Port from time to time (the "Services") and to the extent described in this Agreement. Work Order No. One is attached hereto as **Exhibit A** and incorporated herein and shall serve as a sample for future Work Orders. All provisions and covenants contained in said Work Orders are hereby incorporated by reference and shall become a part of this Agreement as if fully set forth. Any conflict between this Agreement and Work Orders (if any) shall be resolved first in favor of this Agreement.
 - b. **Performance Standards.** Consultant shall perform Services using the degree of skill and knowledge customarily employed by professionals performing similar services in the same region of Oregon. The Consultant shall be responsible for providing, at the Consultant's cost and expense, all management, supervision, materials, administrative support, supplies, and equipment necessary to perform the Services as described herein, all in accordance with this Agreement. All Consultant personnel shall be properly trained and fully licensed to undertake any activities pursuant to this Agreement, and Consultant shall have all requisite permits, licenses and other authorizations necessary to provide the Services.
 - c. **Nonexclusive Agreement.** Consultant acknowledges and agrees that this not an exclusive agreement and that Port may contract with or cause or direct other persons or contractors to provide services for and on behalf of Port that are the same or similar to the Services provided by Consultant under this Agreement.
 - d. **Press Releases.** No information, news, or press releases related to the Project shall be made to representatives of newspapers, magazines, television and radio stations, or any other news medium without the prior written authorization of Port.
3. **TERM OF AGREEMENT:** The term of this Agreement shall begin on the date this Agreement is fully executed and shall terminate five (5) years later, unless sooner terminated or extended under the provisions of this Agreement. All Services under this Agreement shall be completed prior to the expiration of this Agreement.
4. **TIME OF THE ESSENCE:** The Services of the Consultant shall be undertaken and completed in such a manner and in such a sequence as to assure their expeditious completion in light of the purpose of this Agreement. It is agreed that time is of the essence in the performance of the Services and any project schedule identified in a Work Orders shall be binding on the parties.
5. **COMPENSATION:** The Port shall pay fees to the Consultant for Services performed under the terms of this Agreement and as specified in individual Work Orders. Compensation for the Services shall

not exceed the amount set forth in individual Work Orders, unless otherwise approved in writing by the Port ("Compensation"). The total Compensation payable under this Agreement, including any approved Reimbursable Expenses, shall not exceed Two Hundred Fifty Thousand Dollars (\$250,000.00) during the term of this Agreement, unless otherwise approved in writing by the Port.

If provided in the Work Order, the Port will also reimburse Consultant for reasonable direct expenses incurred by the Consultant ("Reimbursable Expenses"). Consultant will obtain written approval from Port prior to expenditure of any individual Reimbursable expense that exceeds five hundred dollars (\$500.00). Consultant will not exceed Four Thousand Eight Hundred Dollars (\$4,800.00) in total Reimbursable Expenses under an individual Work Order without prior written Port approval.

Consultant shall submit monthly invoices computed on the basis of the percentage of work completed or hours worked and detailing the Services provided to date. Invoices shall include a detailed description of work performed, include evidence of any Reimbursable Expenses in a form acceptable to the Port, and hours per each task. Port shall make payments in a timely manner, within twenty-five (25) days of receipt of invoice. Invoices received from the Consultant pursuant to this Agreement will be reviewed and approved by the Port prior to payment.

No compensation will be paid by Port for any portion of the Services not performed. Payment shall not be considered acceptance or approval of any Services or waiver of any defects therein. The Compensation and Reimbursable Expenses shall constitute full and complete payment for said Services and all expenditures which may be made and expenses incurred, except as otherwise expressly provided in this Agreement or agreed to by mutual written and duly signed agreement of Port and Consultant.

If Port does not pay within twenty-five (25) days of receipt of invoice acceptable to Port, the invoice shall incur a service charge of 1.5% per month on the unpaid monthly balance. Consultant reserves the right to withhold services or cancel this Agreement if Port's account is more than sixty (60) days delinquent.

6. **STATUS OF CONSULTANT AND RELATIONSHIP TO PORT:** The Consultant is an independent contractor, and nothing contained herein shall be construed as constituting any relationship with the Port other than that as owner and independent contractor, nor shall it be construed as creating any relationship whatsoever between the Port and any of the Consultant's employees. Neither the Consultant nor any of the Consultant's employees are nor shall they be deemed employees of the Port. The Consultant is not and shall not act as an agent of the Port. All employees who assist the Consultant in the performance of the Services shall at all times be under the Consultant's exclusive direction and control. The Consultant shall pay all wages, salaries and other amounts due the Consultant's employees in connection with the performance of the Services and shall be responsible for all reports and obligations respecting such employees, including without limitation social security tax, income tax withholding, unemployment compensation, worker's compensation, employee benefits and similar matters. Further, the Consultant has sole authority and responsibility to employ, discharge and otherwise control the Consultant's employees. The Consultant has sole authority and responsibility as principal for the Consultant's agents, employees, sub-consultants and all others the Consultant hires to perform or assist in performing the Services. The Port's only interest is in the results to be achieved.
7. **ERRORS IN WORK; EXTRA OR CHANGES IN WORK:** Consultant shall perform such additional work as may be necessary to correct errors in the work required under this Agreement without undue delays and without additional cost. Only the Port Key Personnel may authorize extra (and/or change) work.

Failure of Consultant to secure authorization for extra work shall constitute a waiver of all right to adjustment in the Compensation, Reimbursable Expenses, or Project schedule due to such unauthorized extra work and Consultant thereafter shall be entitled to no compensation whatsoever for the performance of such work.

8. REPRESENTATIONS: The Consultant represents and covenants that:

- a. The Consultant has the required authority, ability, skills and capacity to, and shall, perform the Services in a manner consistent with this Agreement. Further, any employees and sub-consultants of the Consultant employed in performing the Services shall have the skill, experience and licenses required to perform the Services assigned to them. All Work Product (as defined below) of Consultant required to be stamped shall be stamped by the appropriately licensed professional.
- b. To the extent the Consultant deems necessary, in accordance with prudent practices, the Consultant has inspected the sites and all of the surrounding locations whereupon the Consultant may be called to perform the Consultant's obligations under this Agreement and is familiar with requirements of the Services and accepts them for such performance.
- c. The Consultant has knowledge of all of the legal requirements and business practices in the State of Oregon that must be followed in performing the Services and the Services shall be performed in conformity with such requirements and practices.
- d. The Consultant is validly organized and exists in good standing under the laws of the State of Oregon and has all the requisite powers to carry on the Consultant's business as now conducted or proposed to be conducted and the Consultant is duly qualified, registered or licensed to do business in good standing in the State of Oregon.
- e. The execution, delivery and performance of this Agreement and the consummation of the transactions contemplated hereby have been duly authorized by all necessary action and do not and will not (a) require any further consent or approval of the board of directors or any shareholders of the Consultant or any other person which has not been obtained or (b) result in a breach of default under the certificate of incorporation or by-laws of the Consultant or any indenture or loan or credit agreement or other material agreement or instrument to which the Consultant is a party or by which the Consultant's properties and assets may be bound or affected. All such consents and approvals are in full force and effect.

9. CONSULTANT'S INSURANCE: Consultant shall keep and maintain the following insurance for the duration of the Agreement term:

- a. Commercial General Liability insurance on an occurrence basis with a limit of not less than \$1,000,000 each occurrence for bodily injury and property damage and \$2,000,000 general aggregate. The Liability Insurance coverage shall provide contractual liability. The coverage shall name the Port of Hood River and each of its Commissioners, officers, agents, and employees as Additional Insured with respect to this Agreement.
- b. Automobile Liability insurance with a combined single limit of not less than \$1,000,000 each occurrence for bodily injury and property damage, including coverage for owned, hired, or non-owned vehicles, as applicable.
- c. Professional Liability insurance with a \$1,000,000 per claim and \$2,000,000 in the aggregate for malpractice or errors and omissions coverage against liability for personal injury, death, or damage of property, including loss of use thereof, arising from the firm's negligent acts, errors or omissions related to this Contract.

- d. Prior to commencing any Services under this Agreement, the Consultant shall provide the Port with a certificate or certificates evidencing the insurance required by this section, as well as the amounts of coverage for the respective types of coverage. If the Consultant sub-contracts any portion(s) of the Services, said sub-consultant(s) shall be required to furnish certificates evidencing statutory worker's compensation insurance, comprehensive general liability insurance and professional liability insurance coverage in amounts satisfactory to the Port and the Consultant. If the coverage under this paragraph expires during the term of this Agreement, the Consultant shall provide replacement certificate(s) evidencing the continuation of required policies.
- e. Workers' Compensation insurance in compliance with ORS 656.017, which requires subject employers to provide Oregon workers' compensation coverage for all their subject workers. (Required of contractors with one or more employees, unless exempt under ORS 656.027.)

As evidence of the insurance coverage required by this Agreement, the Consultant shall furnish acceptable insurance certificates to the Port at the time Consultant returns the signed Agreement. The Commercial General Liability certificate shall provide that the Port, its Commissioners, officers, agents, and employees are Additional Insured but only with respect to the Consultant's services to be provided under this Agreement. The Certificate shall provide that the insurance shall not terminate or be canceled without 30-days written notice first being given to the Port. Insuring companies or entities are subject to Port acceptance. If required, complete copies of the insurance policy shall be provided to the Port. The Consultant shall be financially responsible for all pertinent deductibles, self-insured retentions, and/or self-insurance.

If any policy obtained by the Consultant is a claims-made policy, the following conditions shall apply: the policy shall provide the Consultant has the right to purchase, upon cancellation or termination by refusal to renew the policy, an extended reporting period of not less than two (2) years. The Consultant agrees to purchase this extended insurance coverage and to keep it in effect during the reporting period. If the policy is a claims-made policy, the retroactive date of any renewal of such policy shall be not later than the date this Agreement is signed by the parties hereto. If the Consultant purchases a subsequent claims-made policy in place of the prior policy, the retroactive date of such subsequent policy shall be no later than the date this Agreement is signed by the parties hereto.

10. INDEMNIFICATION:

- a. The Consultant shall indemnify, defend and hold harmless the Port, its commissioners, employees and agents, from and against any and all claims, demands, suits, actions, proceedings, judgments, losses, damages, injuries, penalties, costs, expenses (including attorney's fees) and liabilities to the extent, they are directly resulting from, or alleged to arise from, the acts of the Consultant, or any of the Consultant's sub-consultants, Consultant's suppliers and/or Consultant's employees arising in connection with the performance of this Agreement. The obligations of the indemnifications extended by the Consultant to the Port shall survive the termination or expiration of this Agreement.
- b. The obligations of the indemnifications extended by the Consultant to the Port shall survive the termination or expiration of this Agreement.

11. CONFIDENTIALITY: During the performance of the Agreement and for all time subsequent to completion of the Services under this Agreement, the Consultant agrees not to use or disclose to anyone, except as required by the performance of this Agreement or by law, or as otherwise authorized by the Port, any and all information given to the Consultant by the Port or developed by

the Consultant as a result of the performance of this Agreement. The Consultant agrees that if the Port so requests, the Consultant will execute a confidentiality agreement in a form acceptable to the Port and will require any employee or sub-consultant performing work under this Agreement or receiving any information deemed confidential by the Port to execute such a confidentiality agreement.

12. ASSIGNMENT: Neither party shall assign this Agreement or parts hereof or its duties hereunder, but not including work products produced by the Consultant, without the express written consent of the other party. In the event of dissolution, consolidation or termination of the Port, the parties agree that the Port may assign to a successor entity any rights, obligations and functions it may have remaining under this Agreement.

13. SUBCONSULTANTS:

- a. General. The Consultant is solely and fully responsible to the Port for the performance of the Services under this Agreement. Use of any sub-consultant by the Consultant shall be pre-approved by the Port. The Consultant agrees that each and every agreement of the Consultant with any sub-consultants to perform Services under this Agreement shall be terminable without penalty.
- b. Sub-Consultant Commitments: All of the Consultant's subcontracts in connection with the performance of the Services shall be in writing and include the following provisions:
 - i. The subcontract/contract is immediately terminable without cause, and cost for such termination activities shall be determined according to the terms of this Agreement.
 - ii. The sub-consultant shall carry insurance in forms and amounts satisfactory to the Port in its sole discretion, as provided by this Agreement.
 - iii. All warranties (express or implied) shall inure to the benefit of the Port and its successors and assigns.
 - iv. The subcontract/contract shall be subject to all applicable public contracting terms and provisions, as required by state law.

The Consultant shall provide the Port with a copy of each subcontract executed with the performance of the Services within seven (7) days of each subcontract's execution.

Sub-consultants who assist the Consultant in the performance of the Services shall at all times be under the Consultant's exclusive direction and control and shall be sub-consultants of the Consultant and not consultants of the Port. The Consultant shall pay or cause each sub-consultant to pay all wages, salaries and other amounts due to the Consultant's sub-consultants in performance of the duties set forth in this Agreement and shall be responsible for any and all reports and obligations respecting such sub-consultants. All sub-consultants shall have the skill and experience and any license or permits required to perform the Services assigned to them.

If Consultant fails, neglects, or refuses to make prompt payment of any claim for labor or services furnished to Consultant or a subcontractor by any person in connection with this Agreement as the claim becomes due, the Port may pay the claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due to Consultant pursuant to this Agreement. The Port's payment of a claim under this Section shall not relieve Consultant or

Consultant's surety, if any, from responsibility for those claims.

14. TERMINATION NOT-FOR-CAUSE:

a. Termination for Cause.

- i. Consultant shall remedy any breach of this Agreement within the shortest reasonable time after Consultant first has actual notice of the breach or Port notifies Consultant of the breach, whichever is earlier. If Consultant fails to either remedy the breach or actively begin and maintain efforts satisfactory to the Port to remedy the breach within ten (10) days of actual notice or the Port's notification of the Consultant, Port may terminate that part of the Agreement or a Work Order affected thereby upon written notice to Consultant, may obtain substitute services in a reasonable manner, and recover from Consultant the amount by which the price for those substitute services exceeds the price for the same services under this Agreement.
- ii. If the breach is material and Consultant fails to either remedy the breach or actively begin and maintain efforts satisfactory to the Port to remedy the breach within five (5) days of the Port's notice Port may then treat Consultant as being in default and pursue any remedy available for such default at law or in equity.
- iii. Pending a decision to terminate all or part of this Agreement or a Work Order, Port unilaterally may order Consultant to suspend all or part of the Services under this Agreement or a Work Order. If Port suspends terminates all or part of the Agreement or a Work Order pursuant to this Section, Consultant shall be entitled to compensation only for Services rendered prior to the date of termination or suspension, but not for any Services rendered after Port ordered termination or suspension of those Services. If Port suspends certain Services under this Agreement or a Work Order and later orders Consultant to resume those Services, Consultant shall be entitled to reasonable damages actually incurred, if any, as a result of the suspension.
- iv. To recover amounts due under this Section, Port may withhold from any amounts owed by Port to Consultant, including but not limited to, amounts owed under this or any other Agreement between Consultant and Port.

b. Termination for Convenience. In addition to any other rights provided herein, the Port shall have the right to terminate all or part of this Agreement or a Work Order at any time and for its own convenience, by written notice to Consultant.

c. Obligations of Consultant. After receipt of a notice of termination, and unless otherwise directed by the Port, the Consultant shall immediately proceed as follows:

- i. Stop work on the Services as specified in the notice of termination;
- ii. Terminate all agreements with sub-consultants to the extent they relate to the Services terminated;
- iii. Submit to the Port detailed information relating to each and every sub-consultant of the Consultant under this Agreement. This information will include sufficient detail so the Port can immediately contact each such sub-consultant to determine the role or function of each in regard to the performance of the Services and if the Port so elects, the Port may engage any sub-consultant for substantially the same

terms as have been contracted by the Consultant;

- iv. Complete performance in accordance with this Agreement of all of the Services not terminated; and
 - v. Take any action that may be necessary, or that the Port may direct, for the protection and preservation of the property related to this Agreement that is in the possession of the Consultant and in which the Port has or may acquire an interest.
- d. Termination Settlement. After termination, the Consultant shall submit a final termination settlement proposal to the Port in a form and with a certification prescribed by the Port. The Consultant shall submit the proposal promptly, but no later than thirty (30) days from the effective date of termination, unless extended in writing by the Port upon written request by the Consultant within such thirty-day period. If the Consultant fails to submit the proposal within the time allowed the Port's payment obligations under this Agreement shall be deemed satisfied and no further payment by the Port to the Consultant shall be made.
- e. Payment Upon Termination. As a result of termination without cause the Port shall pay the Consultant in accordance with the terms of this Agreement for the Services performed up to the termination and unpaid at termination.
- f. Port's Claims and Costs Deductible Upon Termination. In arriving at the amount due the Consultant under this paragraph there shall be deducted any claim which the Port has against the Consultant under this Agreement.
- g. Partial Termination. If the termination is partial the Port shall make an appropriate adjustment of the price of the Services not terminated. Any request by the Consultant for further adjustment of prices shall be submitted in writing within thirty (30) days from the effective date of notice of partial termination or shall be deemed forever waived.
- 15. FORCE MAJEURE:** Neither party to this Agreement shall be liable to the other party for delays in or failure to perform Services caused by unforeseeable circumstances beyond its reasonable control, including but not limited to acts of governmental authorities, civil unrest, war, lockouts, extraordinary weather conditions or other natural catastrophe. For delays resulting from unforeseeable material actions or inactions of Port or third parties beyond Consultant's reasonable control, Consultant shall be given an appropriate time extension and shall be compensated for all costs of labor, equipment, and other direct costs Consultant reasonably and necessarily incurs. Delays of more than ninety (90) calendar days shall, at the option of either party, make this Agreement subject to termination.
- 16. RECORD KEEPING:** The Consultant shall maintain all records and documents relating to Services performed under this Agreement for three (3) years after the termination or expiration of this Agreement, or for three (3) years after all other pending matters in connection with this Agreement are closed. This includes all books and other evidence bearing on the Consultants time based and reimbursable costs and expenses under this Agreement. The Consultant shall make these records and documents available to the Port, at the Port's office, at all reasonable times, without any charge. If accepted by the Port, photographs, microphotographs, or other authentic reproductions may be maintained instead of original records and documents.
- 17. WORK PRODUCT:** All work product of the Consultant prepared pursuant to this Agreement, including but not limited to, all maps, plans, drawings, specifications, reports, electronic files and

other documents, in whatever form, shall upon payment of all amounts rightfully owed by the Port to the Consultant herein remain the property of the Port under all circumstances, whether or not the Services are complete. When requested by the Port, all work products shall be delivered to the Port in PDF or full-size, hard copy form. Work products shall be provided to the Port at the time of completion of any of the discrete tasks specified in the Services. Consultant shall maintain copies on file of any such work product involved in the Services for three (3) years after Port makes final payment on this Agreement and all other pending matters are closed, shall make them available for the Port's use, and shall provide such copies to the Port upon request at commercial printing or reproduction rates.

The interest in any intellectual property, including but not limited to copyrights and patents of any type, arising from the performance of this Agreement and any generated work product shall vest in Port. Consultant shall execute any assignment or other documents necessary to affect this section. Consultant may retain a nonexclusive right to use any intellectual property that is subject to this section. Consultant shall transfer to Port any data or other tangible property generated by Consultant under this Agreement and necessary for the beneficial use of intellectual property covered by this section.

18. CONSULTANT TRADE SECRETS AND OPEN RECORDS REQUESTS:

- a. Public Records. The Consultant acknowledges and agrees that all documents in the Port's possession, including documents submitted by the Consultant, are subject to the provisions of the Oregon Public Records Law (the "Law"), and the Consultant acknowledges that the Port shall abide by the Law, including honoring all proper public records requests. The Consultant shall be responsible for all Consultants' costs incurred in connection with any legal determination regarding the Law, including any determination made by a court pursuant to the Law. The Consultant is advised to contact legal counsel concerning such acts in application of the Law to the Consultant.
- b. Confidential or Proprietary Materials. If the Consultant deems any document(s) which the Consultant submits to the Port to be confidential, proprietary or otherwise protected from disclosure under the Law, then the Consultant shall appropriately label such document(s), and submit such document(s) to the Port together with a written statement describing the material which is requested to remain protected from disclosure and the justification for such request. The request will either be approved or denied by the Port in the Port's discretion. The Port will make a good faith effort to accommodate a reasonable confidentiality request if in the Port's opinion the Port determines the request complies with the Law.
- c. Stakeholder. In the event of litigation concerning disclosure of any document(s) submitted by Consultant to the Port, the Port's sole involvement will be as stakeholder retaining the document(s) until otherwise ordered by the court and the Consultant shall be fully responsible for otherwise prosecuting or defending any actions concerning the document(s) at its sole expense and risk.

19. DESIGNATION OF REPRESENTATIVES AND KEY PERSONNEL: The Port hereby designates **Kevin Greenwood, Executive Director** and the Consultant hereby designates **Jeff Renard, Principal/Owner**, as the persons who are authorized to represent the parties with regard to administration of this Agreement, subject to limitations, which may be agreed to by the parties (collectively, the "Key Personnel"). In consultation with the Port, the Consultant shall identify the Key Personnel acceptable to the Port who will provide the Services under this Agreement. None of these individuals may be changed, while still in the employ of the Consultant and not on legally

required leave, without the Port's prior written consent, which consent shall not be unreasonably withheld. Notwithstanding the foregoing, the Consultant acknowledges that the Port considers the individuals named as Key Personnel critical to the Consultant providing its Services under this Agreement, and the Port will not pay the cost of any individual providing the Services contemplated by the Key Personnel on behalf of Consultant unless such individuals have been approved by the Port in writing.

20. PUBLIC CONTRACTING REQUIREMENTS

- a. Overtime. Any person employed on work under this Agreement, other than a person subject to being excluded from the payment of overtime pursuant to either ORS 653.010 to 653.261 or 29 USC §201 to 209, shall be paid at least time and a half for all overtime worked in excess of 10 hours in any one day or 40 hours in any one week, and for all work performed on a Saturday or any legal holiday, or for all work performed on any other holiday specified in a collective bargaining agreement. (ORS 279B.235)
- b. Payment for Labor or Material. Consultant shall make payment promptly, as due, to all persons supplying to Consultant labor or material for the performance of the work provided for in this Agreement. (ORS 279B.220)
- c. Contributions to the Industrial Accident Fund. Consultant shall pay all contributions or amounts due the Industrial Accident Fund from Consultant incurred in the performance of this Agreement, and shall ensure that all subcontractors pay those amounts due from the subcontractors. (ORS 279B.220)
- d. Liens and Claims. Consultant shall not permit any lien or claim to be filed or prosecuted against the state or a county, school district, municipality, municipal corporation or subdivision thereof, on account of any labor or material furnished. (ORS 279B.220)
- e. Income Tax Withholding. Consultant shall pay to the Oregon Department of Revenue all sums withheld from employees pursuant to ORS 316.167. (ORS 279B.220)
- f. Hours of Labor. Consultant shall pay employees for overtime work performed under the terms of this Agreement in accordance with ORS 653.010 to ORS 653.261 and the Fair labor standards Act of 1938. (29 USC §§ 201 *et. seq.*)
- g. Medical Care for Employees. Consultant shall promptly, as due, make payment of all sums to any person, co-partnership, association or corporation, furnishing medical, surgical and/or hospital care incident to the sickness or injury of Consultant's employee(s), all sums which Consultant agrees to pay for such services and all monies and sums which Consultant collected or deducted from the wages of employees pursuant to any law, contract or contract for the purpose of providing or paying for such service. (ORS 279B.230)
- h. Non-Discrimination. Consultant agrees to comply with all applicable requirements of federal and state civil rights and rehabilitation statutes, rules, and regulations. Consultant also shall comply with the Americans with Disabilities Act of 1990, ORS 659A.142, and all regulations and administrative rules established pursuant to those laws.
- i. Foreign Contractor. If Consultant is not domiciled in or registered to do business in the state of Oregon, Consultant shall promptly provide to the Oregon Department of Revenue and the Secretary of State Corporation Division all information required by those agencies relative to this Agreement. Consultant shall demonstrate its legal capacity to perform these services in the state of Oregon prior to entering into this Agreement.
- j. Federal Environmental Laws. Consultant shall comply with all applicable standards, orders, or requirements issued under section 306 of the Clean Air Act (42 U.S.C. 1857(h)), section

508 of the Clean Water Act (33 U.S.C. 1368), Executive Order 11738, and Environmental Protection Agency regulations (40 CFR part 15).

k. Tax Law Compliance. Consultant (to the best of Consultant knowledge, after due inquiry), for a period of no fewer than six calendar years (or since the firm's inception if less than that) preceding the effective date of this Agreement, faithfully has complied with, and for the term of this Agreement shall continue to comply with:

- 1) All tax laws of this state, including but not limited to ORS 305.620 and ORS chapters 316, 317, and 318;
- 2) Any tax provisions imposed by a political subdivision of this state that applied to Consultant, to Consultant's property, operations, receipts, or income, or to Consultant's performance of or compensation for any work performed by Consultant;
- 3) Any tax provisions imposed by a political subdivision of this state that applied to Consultant, or to goods, services, or property, whether tangible or intangible, provided by Consultant; and
- 4) Any rules, regulations, charter provisions, or ordinances that implemented or enforced any of the foregoing tax laws or provisions.

21. NOTICE: All notices, bills and payments shall be made in writing and may be given by personal delivery, mail, or by fax. Notice, bills, payments, and other information shall also be made via email to the parties listed in the address block below. Payments may be made by personal delivery, mail, or electronic transfer to the addresses provided in the signature blocks to this Agreement. When notices are so mailed, they shall be deemed given upon deposit in the United States mail, postage prepaid, or when so faxed, shall be deemed given upon successful fax. In all other instances, notices, bills and payments shall be deemed given at the time of actual delivery. Changes may be made in the names and addresses of the person to whom notices, bills and payments are to be given by giving written notice pursuant to this Section.

22. ENTIRE AGREEMENT; COUNTERPARTS; ELECTRONIC SIGNATURES: This Agreement constitutes the entire agreement between the parties hereto relating to the Services and sets forth the rights, duties, and obligations of each party to the other as of this date. Any prior agreements, promises, negotiations, or representations not expressly set forth in this Agreement are of no force and effect. This Agreement may not be amended except by a writing executed by both the Consultant and the Port and approved by the Port Commission. The Agreement may be executed in any number of counterparts, each of which so executed shall be deemed to be an original and such counterparts shall together constitute but one and the same Agreement. Any party shall be entitled to sign and transmit electronic signatures to this Agreement (whether by facsimile, .pdf, or electronic mail transmission), and any such signature shall be binding on the party whose name is contained therein. Any party providing an electronic signature to this Agreement agrees to promptly execute and deliver to the other parties, upon request, an original signed Agreement.

23. INTERPRETATION: In this Agreement the singular includes the plural, and the plural includes the singular; statutes or regulations are to be construed as including all statutory or regulatory provisions consolidating, amending or replacing the statute or regulation referred to; references to "writing" include printing, typing, lithography, computer software and other means of reproducing word in a tangible visible form; references to articles, sections (or subdivisions of sections), exhibits, annexes, appendices or schedules shall be construed to be in this Agreement unless otherwise indicated; references to agreements, exhibits, annexes, appendices hereto and other contractual instruments shall, unless otherwise indicated, be deemed to include all subsequent

amendments and other modifications to such instruments, but only to the extent such amendments and other modifications are not prohibited by this Agreement; words not otherwise defined which have well-known technical or industry meanings, unless the context otherwise requires, are used in accordance with such recognized meanings; and references to persons include their respective permitted successors and assigns, and, in the case of governmental persons, persons succeeding to their respective functions and capacities. It is further expressly agreed by and between the parties hereto that should there be any conflict between the terms of this instrument in the proposal of the Agreement, this instrument shall control and nothing herein shall be considered as an acceptance of the said terms of said proposal conflicting herewith.

24. **BINDING AGREEMENT:** This Agreement shall inure to and be binding on the heirs, executors, administrators, successors, and assigners of the parties hereto.
25. **NO WAIVER:** No waiver of any provisions of this Agreement shall be deemed to constitute a waiver of any other provision of the Agreement, nor shall such waiver constitute a continuing waiver unless otherwise expressly provided herein, nor shall the waiver of any default hereunder be deemed a waiver of any subsequent default hereunder.
26. **LIMITATION ON DELEGATION:** The parties hereto acknowledge and agree that certain powers, rights and duties conferred on or held by the Port are inherently governmental in nature and may not be delegated by contract to the Consultant. Nothing in this Agreement shall be construed as an unlawful delegation of the non-delegable functions and powers of the Port, and the Consultant shall have no obligation to perform any non-delegable function.
27. **LEGAL COUNSEL:** The parties hereto agree they have full and adequate opportunity to consult with legal counsel and that each has had such counsel as it deems appropriate.
28. **OBSERVE ALL LAWS:** The Consultant shall keep fully informed regarding and materially comply with all federal, state, and local laws, ordinances and regulations and all orders and decrees of bodies or tribunals having jurisdiction or authority which may affect those engaged or employed in the performance of this Agreement.
29. **CONTROLLING LAW:** This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon, and any disputes hereunder shall be tried in the courts of the State of Oregon. Venue shall be in Hood River, Oregon.
30. **MEDIATION; TRIAL WITHOUT A JURY.** If either party has a claim or dispute in connection with this Agreement, it shall first attempt to resolve the dispute through mediation. The parties shall mutually select an acceptable mediator, shall equally share the applicable mediation fees, and shall mutually select an applicable mediation venue. If either party fails to proceed in good faith with the mediation, or the parties otherwise fail to resolve the claim via the mediation process, the claiming party may proceed with litigation. Any litigation arising under or as a result of this Agreement shall be tried to the court without a jury. Each party agrees to be responsible for payment of its own professional fees, including attorneys' fees, in both mediation and litigation.
31. **FURTHER ASSURANCES:** Each party shall execute and deliver, at the request of the other party, any further documents or instruments, and shall perform any further acts that may be reasonably required to fully effect the transaction intended by this Agreement.
32. **SEVERABILITY; SURVIVAL:** If any provision or portion of this Agreement is held to be unenforceable or invalid by any court of competent jurisdiction, the validity of the remaining terms and provisions

shall not be affected to the extent that it did not materially affect the intent of the parties when they entered into the Agreement. Provisions in this Agreement, which by their nature, should remain in effect beyond termination or expiration of this Agreement will survive until fulfilled.

33. MODIFICATION: Any modification of the provisions of this Agreement shall be reduced to writing and signed by authorized agents of Port and Consultant.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the dates set forth below.

**JKR7 LLC dba Aviation Management
Services (AMS)**

Port of Hood River

Signed: _____
Name: Jeff Renard
Title: Principal/Owner
Date:
Address: PO Box 285
Dallesport, WA 98617
Phone: (509) 767-2272
Email: jrenard@aviationmanagementservice.com

Signed: _____
Name: Kevin M. Greenwood
Title: Executive Director
Date:
Address: 1000 E. Port Marina Drive
Hood River, OR 97031
Phone: (541) 386-1645
Email: kgreenwood@portofhoodriver.com

EXHIBIT A

Master Personal Services Agreement Work Order Number One

This Work Order No. 1 (“Work Order”) is entered into between the **Port of Hood River (“Port”)** and **JKR7 LLC dba Aviation Management Services (“Consultant”)**. This Work Order is issued under the authority of the Master Services Agreement dated July 1, 2026, between the Port and Consultant (the “Master Agreement”) and is subject to all provisions of the Master Agreement, which are incorporated herein by reference.

1. **Project Background.** The Port has engaged Consultant to provide airport management and aviation support services for the Ken Jernstedt Airfield (4S2). Consultant has provided airport management services to the Port since 2024 and has developed substantial operational familiarity with airport operations, airport stakeholders, airport planning initiatives, FAA coordination, airport grant administration, and airport development activities.

This Work Order establishes the scope of services for Fiscal Year 2026-27 in support of airport operations, airport planning, FAA coordination, grant administration, tenant coordination, and airport development initiatives.

2. **Scope of Services.** Consultant shall perform the following Services:

- A. **Airport Management and Operations**

- a. Serve as Airport Management support for the Ken Jernstedt Airfield (4S2).
 - b. Serve as staff liaison to the Airport Advisory Committee, including preparation of agendas, distribution of meeting materials, attendance at meetings, and follow-up coordination.
 - c. Coordinate with Port staff regarding airport operational issues, maintenance coordination, tenant concerns, and airport development activities.
 - d. Respond to airport operational complaints, tenant issues, and stakeholder coordination matters.
 - e. Assist Port staff with implementation of airport operational efficiency measures and airport sustainability initiatives.

- B. **FAA and Grant Coordination**

- a. Serve as lead liaison with the Federal Aviation Administration (FAA) and Oregon Department of Aviation (ODAV) regarding airport operational and capital projects.
 - b. Coordinate FAA grant administration, reporting, reimbursement requests, and grant compliance activities.
 - c. Assist with Capital Improvement Program (CIP) coordination and planning activities.
 - d. Coordinate with consultants, contractors, and Port staff regarding FAA-funded airport improvement projects.
 - e. Attend FAA, ODAV, and aviation-related professional meetings and conferences as authorized by the Port.

- C. **Airport Planning and Development**

- a. Assist with implementation and ongoing coordination related to the Airport Master Plan.
 - b. Assist with future Airport Master Plan update coordination and preliminary planning efforts.
 - c. Assist with airport terminal planning and aviation-related development initiatives.
 - d. Assist Port staff with airport lease coordination, through-the-fence agreement coordination, and airport development opportunities.

- e. Assist with airport policy review and recommendations related to long-term airport operational and financial sustainability.

D. Capital Project Coordination

- a. Continue coordination and management support associated with the South Apron T-Hangar and Turf Taxilane Project.
- b. Coordinate with Port consultants, FAA representatives, contractors, and stakeholders regarding ongoing airport capital improvement projects.
- c. Assist with project closeout, grant coordination, reimbursement tracking, and operational integration of completed airport improvements.
- d. Assist Port staff with identifying and evaluating future airport capital improvement opportunities and grant funding opportunities.

E. Stakeholder and Tenant Coordination

- a. Maintain communication and coordination with airport tenants, aviation partners, neighboring property owners, and airport stakeholders.
- b. Coordinate with Hood Aero, WAAAM, FAA staff, ODAV staff, consultants, and other aviation-related stakeholders as needed.
- c. Support Port communication efforts related to airport operational and development activities.

F. Additional Services. Additional services outside the scope of this Work Order may be authorized by the Port in writing pursuant to the terms of the Master Services Agreement.

3. Deliverables and Delivery Schedule. Consultant shall provide the following deliverables in accordance with the delivery schedule set forth below:

- Monthly airport management reports.
- Airport Advisory Committee agendas and meeting materials.
- FAA and grant coordination documentation, as needed.
- Operational and planning recommendations, as requested by the Port.
- Coordination support for capital projects and development initiatives.
- Annual airport activity summary for Port staff and Commission review.

4. Key Personnel for this Work Order. The Port is engaging the expertise, experience, judgment and personal attention of the Consultant’s Key Personnel identified below.

Key Personnel	Position/Title	Role on Project
Jeff Renard	Principal/Airport Management Consultant	Primary

5. Compensation.

5.1 Maximum Not-to-Exceed Amount. The maximum not-to-exceed compensation payable to Consultant under this Work Order, which includes Reimbursable Expenses is **\$37,000**. If the maximum compensation is increased by amendment of this Work Order, the amendment must be fully effective before Consultant performs the Services subject to the amendment.

5.2 Fees. The Port shall compensate Consultant for Services performed under this Work Order on a time and materials basis at the following rate: **Jeff Renard ... \$85/hr.**

The anticipated level of effort under this Work Order is approximately 35 hours per month, although actual hours may vary depending on operational needs and authorized activities.

5.3 Reimbursable Expenses. The Port shall reimburse Consultant for allowable reimbursable expenses incurred in performance of this Work Order in an amount not to exceed Four Thousand Eight Hundred Dollars (\$4,800.00). Reimbursable expenses may include mileage for authorized onsite work, authorized travel expenses, conference registration fees, and other pre-approved reimbursable expenses authorized by the Port.

6. Effective Date and Term. This Work Order is effective on the date it has been signed by the Port and Consultant and will expire on **June 30, 2027** unless earlier terminated or extended pursuant to the Master Services Agreement.

7. Order of Precedence. If a conflict, inconsistency or ambiguity arises in Work Order interpretation, this Work Order shall be interpreted in the following order of precedence: (a) the Master Services Agreement; (b) this Work Order.

8. Expiration. Expiration of this Work Order does not extinguish or prejudice the Port's right to enforce this Work Order with respect to any breach of a Consultant warranty or any default or defect in Consultant performance that has not been cured.

9. Modification. No provision of this Work Order may be modified except in a writing signed by the Port and Consultant.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the dates set forth below.

JKR7 LLC dba Aviation Management Services (AMS)

Port of Hood River

Signed: _____
Name: Jeff Renard
Title: Principal/Owner
Date:
Address: PO Box 285
Dallesport, WA 98617
Phone: (509) 767-2272
Email: jrenard@aviationmanagementservice.com

Signed: _____
Name: Kevin M. Greenwood
Title: Executive Director
Date:
Address: 1000 E. Port Marina Drive
Hood River, OR 97031
Phone: (541) 386-1645
Email: kgreenwood@portofhoodriver.com

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Commission Memo

Prepared by: Kevin Greenwood, Executive Director
Date: June 16, 2026
Re: Succession Plan



BACKGROUND:

Staff is requesting Commission approval of the Port of Hood River Succession Plan. Development of the Succession Plan was identified as part of the Executive Director’s annual performance objectives and was also included within the Port’s Spring Planning work program as part of the Port’s ongoing organizational and operational planning efforts.

The Succession Plan provides a flexible framework to support leadership continuity, preserve institutional knowledge, and maintain stable operations during planned or unplanned transitions in key positions. As the Port continues to manage significant infrastructure investments, economic development initiatives, operational responsibilities, and organizational changes, maintaining continuity in critical leadership and operational roles is important to ensuring effective service delivery and organizational stability.

The plan identifies key positions essential to Port operations, outlines interim leadership and continuity strategies, and supports staff development, cross-training, and knowledge transfer. The plan is intended to serve as a guiding policy framework rather than a rigid procedural document, allowing flexibility to respond to changing operational needs and staffing circumstances.

The Succession Plan aligns with the Port’s governance structure, Employee Handbook, Strategic Business Plan, and recent organizational restructuring efforts. The plan also supports the Port Commission’s oversight responsibilities by establishing a structured and transparent approach to leadership continuity and organizational preparedness.

RECOMMENDATION:

MOTION to adopt Resolution No. 2025-26-26, adopting the Port of Hood River Succession Plan.

ATTACHMENTS:

Resolution No. 2025-26-26
Exhibit A - Succession Plan

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PORT OF HOOD RIVER

Resolution No. 2025-26-26

A RESOLUTION A RESOLUTION ADOPTING THE PORT OF HOOD RIVER SUCCESSION PLAN

WHEREAS, the Port Commission recognizes the importance of maintaining leadership continuity, preserving institutional knowledge, and supporting stable operations during planned or unplanned staffing transitions; and

WHEREAS, staff has prepared a Succession Plan to provide a flexible framework for organizational continuity, leadership development, and operational preparedness; and

WHEREAS, the Port Commission finds it appropriate and in the best interest of the Port to formally adopt the Succession Plan attached as Exhibit A;

NOW, THEREFORE, THE PORT OF HOOD RIVER BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:

Section 1. The Port of Hood River Succession Plan attached hereto as Exhibit A is hereby adopted.

Section 2. The Executive Director is authorized to implement and administer the Succession Plan consistent with Port policies and operational needs.

Section 3. The Succession Plan is intended to serve as a guiding framework and may be applied with reasonable flexibility based upon operational circumstances and organizational needs.

Adopted by the Board of Commissioners of the Port of Hood River on this 16 day of June 2026.

SIGNED:

Heather Gehring, President

ATTEST:

Kristi Chapman, Secretary

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PORT OF HOOD RIVER SUCCESSION PLAN

1. Purpose

The purpose of this Succession Plan is to promote leadership continuity, preserve institutional knowledge, and support the development of future leaders within the Port of Hood River.

Succession planning helps ensure the Port can continue fulfilling its mission and maintaining effective operations during leadership transitions, retirements, or unexpected personnel changes. Maintaining continuity in key roles supports the Port's ability to serve the community, implement major infrastructure projects, and responsibly manage public resources.

This plan is intended to provide guidance rather than rigid procedures, allowing the Port Commission and leadership team flexibility to respond to specific circumstances. Nothing in this plan creates a contractual right, expectation of promotion, or guarantee of continued employment.

2. Alignment with Port Governance and Policies

This Succession Plan aligns with the Port of Hood River's governance structure, policies, and strategic direction.

Relevant governing documents include:

- Port of Hood River By-Laws (Ordinance No. 28)
- Mission, Vision, and Values Resolution (2023-24-10)
- Organizational Restructure Resolution (2025-26-12)
- Internal Personnel Committee Resolution (2025-26-19)
- Port of Hood River Employee Handbook (2025-26-8)
- 2021-26 Strategic Business Plan

This plan supports the Port Commission's governance role by providing a structured framework for leadership continuity, ensuring that transitions in key positions occur in a consistent, transparent, and well-managed manner. It also supports the Commission's oversight responsibilities by identifying how critical roles will be maintained during periods of transition.

This plan works in conjunction with the Port of Hood River Employee Handbook and does not replace existing personnel policies. Recruitment, hiring, promotion, and employment practices will continue to follow the procedures outlined in the Employee Handbook and applicable laws.

This plan also supports implementation of the Port's Strategic Business Plan by helping ensure that leadership capacity, institutional knowledge, and staffing continuity are maintained to carry out long-term projects, infrastructure investments, and operational priorities.

3. Guiding Principles

Succession planning at the Port of Hood River is guided by several key principles.

- **Operational Continuity:** The Port must maintain stable operations even when key leadership positions change.
- **Leadership Development:** The Port encourages professional development and leadership growth among employees to build internal leadership capacity and strengthen the organization over time.
- **Transparency and Fair Hiring Practices:** Leadership positions will be filled using fair and transparent recruitment processes consistent with personnel policies.
- **Institutional Knowledge Preservation:** Maintaining documentation and cross-training helps ensure important operational knowledge is retained.
- **Organizational Flexibility:** Because the Port is a relatively small organization, staffing responsibilities and leadership assignments may be adapted as needed during transitions. Internal candidates may not always be available, and the Port may utilize external recruitment or specialized expertise to meet operational needs.

4. Scope of the Succession Plan

This plan applies to key leadership and operational positions whose responsibilities are essential to the Port’s ability to operate effectively.

A critical position is defined as a role whose vacancy could significantly affect the Port’s operations, regulatory compliance, financial management, or delivery of services.

Succession planning supports organizational preparedness and leadership development but does not guarantee internal promotion or appointment to any position.

Critical positions will be reviewed periodically, including during organizational changes or updates to the Port’s staffing structure, to ensure alignment with operational needs. Department directors and managers may identify additional critical roles within their areas of responsibility as needed.

5. Identification of Critical Positions

Critical positions are those that provide leadership, technical expertise, or operational oversight essential to Port functions.

Examples of positions that may be considered critical include:

- Executive Director
- Director of Capital Development & Planning
- Director of Real Estate & Asset Management
- Director of Finance
- Airport Manager or aviation operational leadership responsible for FAA coordination, compliance, and airport operations
- Marina or operations management roles

These roles involve responsibilities such as financial oversight, infrastructure planning, regulatory compliance, property management, and coordination with external partners.

The list of critical positions may be updated as the Port's organizational structure evolves.

6. Emergency Leadership Succession

Unexpected vacancies may occur due to illness, resignation, retirement, or other circumstances. In these situations, the Port will take steps to ensure continuity of operations.

Temporary leadership assignments may include:

- Designating an interim leader from existing staff
- Temporarily redistributing responsibilities among department leaders
- Utilizing consultants or contract support if specialized expertise is needed
- Temporary delegation of selected operational responsibilities to multiple staff members when appropriate

Interim leadership assignments are intended to maintain operations until a permanent staffing decision is made. Potential interim coverage for key leadership positions is identified in the Leadership Continuity Matrix included as Appendix A.

Interim leadership assignments will be documented as appropriate to ensure clarity of roles, responsibilities, and reporting relationships during the transition period.

Department directors and managers are responsible for maintaining operational documentation and cross-training that support continuity within their respective areas.

7. Temporary Absences

During temporary absences of the Executive Director, including vacation, professional travel, training, or short-term leave, the Executive Director may designate a qualified employee to serve as Executive Director Pro Tem. The designation shall be communicated to staff and the Port Commission as appropriate and shall remain in effect only for the duration of the absence. The Executive Director Pro Tem shall be authorized to oversee routine operational matters and maintain continuity of Port operations, subject to any limitations established by the Executive Director.

8. Executive Director Succession

The Port Commission retains authority for appointing and evaluating the Executive Director in accordance with the Port's By-Laws.

If the Executive Director becomes temporarily unavailable, the Commission may designate an Interim Executive Director to ensure continued leadership of the organization.

The Commission may select an interim leader from existing staff or consider external candidates depending on the circumstances.

If a permanent vacancy occurs, the Commission will determine the appropriate recruitment process, which may include:

- Establishing a search committee
- Engaging a professional recruitment firm
- Conducting a regional or national recruitment

During this period, the Interim Executive Director will provide operational leadership, ensure continuity of Port operations, and support the transition process.

The Port will ensure appropriate communication with staff, partners, and stakeholders during leadership transitions to maintain transparency and continuity of operations.

9. Key Leadership Functions of the Executive Director

During any temporary or permanent vacancy, the Interim Executive Director will ensure the continuation of the Port's most critical leadership functions.

Key responsibilities include:

- Serving as the Port's chief executive and principal representative to the community, partner agencies, and stakeholders.
- Supporting the Port Commission by maintaining regular communication, preparing Commission reports, and implementing Commission policy direction.
- Providing leadership and coordination across Port departments including infrastructure development, real estate management, airport operations, and financial administration.
- Overseeing implementation of major capital projects, infrastructure planning, and economic development initiatives.
- Maintaining accountability for the Port's annual operating budget, financial reporting, and regulatory compliance.
- Supervising senior staff and ensuring coordination across operational areas of the Port.

These functions represent the minimum responsibilities necessary to maintain continuity of operations until a permanent Executive Director is appointed.

10. Leadership Development

The Port supports employee development and leadership growth as part of its commitment to organizational continuity, operational excellence, and long-term workforce planning.

Consistent with the Port's Employee Handbook and personnel policies, employees are encouraged to pursue professional development opportunities that enhance job performance, expand organizational knowledge, and support the future needs of the Port.

The Port may support employee development through programs and resources such as its Value-Based Compensation Program, employee performance evaluations, professional certifications, continuing education, tuition reimbursement, and other training opportunities approved by management.

Leadership development and workforce preparedness may include:

- Cross-training between departments and operational functions
- Professional training, certifications, and continuing education opportunities

- Participation in professional associations, industry organizations, conferences, and workshops
- Opportunities to lead projects, initiatives, or cross-functional teams
- Acting assignments or temporary higher-duty assignments during employee absences
- Knowledge sharing, mentoring, and transfer of institutional knowledge

Department directors and managers should identify opportunities to develop employee skills, support cross-training, and reduce reliance on single-position knowledge where practical. These efforts help strengthen organizational resilience, maintain continuity of operations, and prepare employees for increased responsibilities as organizational needs evolve.

11. Knowledge Transfer and Institutional Continuity

Maintaining institutional knowledge is essential to the Port’s ability to operate effectively, manage public assets, comply with regulatory requirements, and carry out long-term projects and Commission priorities.

The Port supports knowledge transfer and institutional continuity through:

- Documentation of key procedures, workflows, project histories, and operational practices
- Shared access to project files, contracts, leases, grant records, financial records, regulatory documents, and other operational records
- Cross-training among employees to reduce reliance on single-position knowledge where practical
- Maintaining continuity of access to critical electronic records, operational systems, financial systems, and organizational data
- Maintaining current contact information for key agencies, consultants, tenants, contractors, legal counsel, financial institutions, and other partners
- Transition planning when employees retire, resign, or otherwise leave the organization

The Executive Director, department directors, and managers are responsible for supporting documentation, cross-training, and information-sharing practices within their areas of responsibility.

Maintaining clear documentation and accessible records helps ensure that critical Port functions can continue during staffing changes, leadership transitions, temporary absences, or unexpected vacancies.

12. Recruitment Strategy

When leadership positions become vacant, recruitment practices will follow the procedures outlined in the Port’s personnel policies.

Depending on the circumstances, the Port may consider:

- Internal recruitment opportunities for qualified employees
- External recruitment to attract specialized expertise
- Use of recruitment firms for senior leadership positions

Recruitment decisions will consider the qualifications required for the position, the availability of internal candidates, specialized expertise, operational continuity and the long-term needs of the organization.

13. Governance and Oversight

The Port Commission provides governance oversight of the organization and retains authority for appointing, evaluating, and providing policy direction to the Executive Director in accordance with the Port's By-Laws.

The Internal Personnel Committee (IPC) may periodically review succession planning efforts, leadership development initiatives, personnel policies, and organizational continuity strategies and provide recommendations to the Port Commission. The IPC serves in an advisory capacity and does not alter the authority of the Port Commission or the administrative authority delegated to the Executive Director.

The Executive Director is responsible for implementing this Succession Plan, supporting employee development, maintaining organizational documentation, identifying critical positions, and implementing practices that strengthen leadership capacity and organizational continuity within the organization.

Department directors and managers are responsible for supporting cross-training, maintaining operational documentation, identifying potential future leadership needs within their areas of responsibility, and encouraging employee development opportunities.

The Executive Director may provide periodic updates to the Port Commission or the Internal Personnel Committee regarding leadership development activities, succession planning efforts, organizational continuity initiatives, and recommended updates to this plan.

Nothing in this Succession Plan alters the governance responsibilities of the Port Commission or the administrative authority delegated to the Executive Director under the Port's By-Laws.

14. Plan Review

This Succession Plan should be reviewed periodically to ensure it remains aligned with the Port's organizational needs.

The plan may be reviewed:

- At least every two years
- Following significant organizational restructuring
- When major operational responsibilities change
- Following significant staffing transitions or changes in operational responsibilities

Updates to the plan may be recommended by staff to reflect operational or organizational changes. Substantive changes will be subject to review and approval by the Port Commission.

Appendix A: Leadership Continuity Matrix

The following matrix identifies potential interim coverage for key leadership and operational roles in the event of a temporary or unexpected vacancy.

Position	Primary Interim Coverage	Secondary Coverage	Notes
Executive Director	Director of Capital Development & Planning	Director-level member of the management team	Commission designates Interim Executive Director
Director of Capital Development & Planning	Executive Director	Director of Real Estate & Asset Management / External Consultant	May utilize engineering or project consultants
Director of Real Estate & Asset Management	Executive Director	Director of Capital Development & Planning	Responsibilities may be redistributed temporarily
Finance Director	Deputy Finance Manager	Executive Director / External CPA / Contract Financial Services	Ensures financial continuity and compliance
Airport Manager	Director of Real Estate & Asset Management	Executive Director / Contract Aviation Consultant	Supports FAA coordination and compliance
Waterfront / Marina Operations	Director of Capital Development & Planning	Director of Real Estate & Asset Management / Facilities Lead	Operational duties may be shared temporarily
Facilities Operations	Director of Real Estate & Asset Management	Director of Capital Development & Planning / Facilities Lead	Focus on safety and maintenance continuity

Note:

This matrix is intended to support temporary operational continuity and does not represent a permanent reassignment of duties. Interim assignments may be modified by the Executive Director or Port Commission based on operational needs.

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Commission Memo

Prepared by: Debbie Smith-Wagar, Finance Director
Date: June 16, 2026
Re: Updated Master Fee Schedule



The Port maintains a single document housing all of our rates, fees, and charges. This document is adopted by the Commissioners annually, usually during the budget process. As the Port moves to self-sufficiency without bridge tolls, it is important that rates, fees, and charges be reviewed regularly for sufficiency and fairness.

The schedule in the resolution attached to this memo was presented and discussed at Spring Planning. Most of the increases take effect on January 1, 2027. This coincides with the Port's traditional schedule of annual, calendar-year parking passes and the schedule for billing marina moorage. Airport t-hangar billing moved to July 1 this year to coincide with the Port's fiscal year.

Staff will continue to conduct surveys for rates for marina moorage and services, T-hangar lease rates, and other services throughout the year with the results being incorporated into the schedule for next year. In order to keep the process on track on an annual basis it has been included in the budget preparation process.

RECOMMENDATION:

MOTION to approve Resolution No. 2025-26-27 adopting the updated Master Fee Schedule.

ATTACHMENTS:

Resolution No. 2025-26-27

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**PORT OF HOOD RIVER
Resolution No. 2025-26-27**

A RESOLUTION ADOPTING THE UPDATED MASTER FEE SCHEDULE

WHEREAS, ORS 294.160 requires the governing body of a unit of local government to provide an opportunity for interested persons to comment on the enactment of any ordinance or resolution prescribing a new fee or a fee increase; and

WHEREAS, the Port of Hood River seeks to streamline the process for setting rates, fees, and charges with a single, annual resolution; and

WHEREAS, the Port Commission seeks to achieve financial self-sustainability in all areas of Port operations by July 2026 (Res. No. 2022-23-14), including the airport, marina, waterfront parks, port-owned buildings and developments;

WHEREAS, the Port of Hood River has established an annual review process to ensure that rates, fees, and charges are current, reflective of operational costs, and supportive of the Port's financial self- sustainability goals, thereby requiring regular updates to the master fee schedule; **NOW THEREFORE;**

THE PORT OF HOOD RIVER BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:

Adopt the Master Fee Schedule as presented in Exhibit A.

Adopted by the Board of Commissioners of the Port of Hood River on this 16th day of June, 2026

SIGNED:

Heather Gehring, President

ATTEST:

Kristi Chapman, Secretary

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MASTER FEE SCHEDULE

Section 1. Marina Rates and Fees. Effective January 1, 2027	2026	2027	% +/-
Cruise Ship- Marina Basin North Jetty Commercial Dock fee per stop (rounded)	\$445.00	\$490.00	10%
Cruise Ship- Marina North Jetty Outside Bollards fee per stop 2025	\$240.00	\$240.00	0%
Cruise Ship- Marina Basin North Jetty Commercial Dock Shuttle docking fee per stop	\$242.00	\$266.00	10%
Cruise Ship- Marina Basin North Jetty Commercial Dock Maintenance Fee Annual	\$7,500.00	\$7,500.00	0%
Cruise Ship- Marina Basin North Jetty Commercial Dock Utility fee per stop	\$35.00	\$38.00	9%
Guest Dock overnight at boat ramp 20-29'	\$25.00	\$26.00	4%
Guest Dock overnight at boat ramp 30-39'	\$35.00	\$37.00	5%
Guest Dock overnight at boat ramp 40-49'	\$45.00	\$47.00	4%
Guest Dock overnight at boat ramp 50-59'	\$60.00	\$63.00	5%
Guest Dock overnight at boat ramp under 20' per night	\$15.00	\$16.00	6%
Guest Dock overnight at boat ramp (20-29'): Overuse fee (penalty fee for overnights beyond 10-day limit)	-	\$52.00	N/A
Guest Dock overnight at boat ramp (30-39'): Overuse fee (penalty fee for overnights beyond 10-day limit)	-	\$74.00	N/A
Guest Dock overnight at boat ramp (40-49'): Overuse fee (penalty fee for overnights beyond 10-day limit)	-	\$94.00	N/A
Guest Dock overnight at boat ramp (50-59'): Overuse fee (penalty fee for overnights beyond 10-day limit)	-	\$126.00	N/A
Guest Dock overnight at boat ramp (under 20'): Overuse fee (penalty fee for overnights beyond 10-day limit)	-	\$32.00	N/A
Guest North Jetty Commercial Dock Private vessel 60-74' per day	\$85.00	\$89.00	4%
Guest North Jetty Commercial Dock Private vessel 75-100' per day	\$110.00	\$115.00	4%
Guest North Jetty Commercial Dock Private vessel 100-150' per day	\$160.00	\$168.00	5%
Moorage Boathouse Slip Annual Assessment Fee	\$0.00	N/A	N/A
Moorage Boathouse Slip Annual per square foot	\$1.66	N/A	N/A
Moorage Boathouse Slip Base Electric- annual fee	\$60.00	N/A	N/A

Moorage Boathouse Slip Base Water/Garbage- annual fee	\$60.00	N/A	N/A
Moorage Shell Dock- annual fee	\$519.00	\$570.90	10%
Moorage Slips 30' and under A, B, and C North West facing- annual	\$2,018.00	\$2,320.70	15%
Moorage Slips 30' and under C-Dock North East facing annual	\$2,270.00	\$2,610.50	15%
Moorage Slips all Boat Docks Annual Assessment fee	\$442.55	\$442.55	0%
Moorage Slips Over 30'-35'	\$2,454.00	\$2,822.10	15%
Moorage Slips Over 35'-40'	\$2,710.00	\$3,116.50	15%
Moorage Slips Over 40'-43'	\$2,903.00	\$3,338.45	15%
Moorage Slips End Slip C-Dock North 43'-65'	\$3,920.00	\$4,508.00	15%
Moorage Dingy & Jet Ski Fee- must fit in the perimeter of slip with vessel- monthly	\$55.00	\$63.25	15%
Moorage Annual Payment Late fee- per month	\$75.00	\$75.00	0%
Moorage Electrical Payment Late Fee - per month	\$15.00	\$15.00	0%
South Basin Dock- Float plane annual	\$2,141.00	\$2,462.15	15%
South Basin Dock- Seasonal Lottery 6-month term	\$1,260.00	\$1,449.00	15%
Sublease Initiation Set Up Fee	\$150.00	n/a	n/a
Sublease Renewal Fee	\$35.00	n/a	n/a
Marina Key Card Moorage (FOB)	\$35.00	\$35.00	0%
Marina Key South Basin Dock	\$50.00	\$50.00	0%
Marina Wait List - Application Fee (One-Time)	\$100.00	\$100.00	0%
Marina Wait List - Annual Renewal Fee (Per Calendar Year)	n/a	\$50.00	n/a
Marina Betterment Slip Change	\$35.00	\$35.00	0%
Marina Electrical Service Pedestal repair fee	Port Cost	Port Cost	n/a
Marina Oil Spill Clean Up Fees - charge for each man hour at the established labor rate; equipment charges extra	Port Cost	Port Cost	n/a
Electrical Service	Port Cost	Port Cost	n/a
Water Service	Port Cost	Port Cost	n/a
Crane In/Out Permit- per day	\$200.00	\$200.00	0%
Marina Basin Storage Shed Annual Rate	\$2,400.00	\$2,520.00	5%
Section 2. Waterfront Event Permits. Effective January 1, 2027	2026	2027	% +/-
Picnic Shelter Up to 75 people exclusive use-per day: Friday-Sunday	\$500.00	\$525.00	5%

Picnic Shelter Up to 75 people exclusive use-per day: Monday-Thursday	\$250.00	\$262.00	5%
Event Set-up and breakdown days non-exclusive use per day (All Locations)	\$600.00	\$630.00	5%
Marina Park/ Hook/ Spit/ Nichols Basin- not exclusive use up to 50 people per day	\$350.00	\$367.00	5%
Marina Park/ Hook/ Spit/ Nichols Basin- not exclusive use 50-100 people per day	\$570.00	\$598.00	5%
Marina Park/ Hook/ Spit/ Nichols Basin- not exclusive use Over 100-200 people per day	\$1,400.00	\$1,470.00	5%
Lot #1 - not exclusive up to 50 people/cars	\$550.00	\$577.00	5%
Lot #1- not exclusive over 50-100 people/cars	\$825.00	\$866.00	5%
Lot #1- not exclusive over 100 -200 people/cars	\$1,540.00	\$1,617.00	5%
Lot #1 exclusive use over 200 people/cars	\$1,980.00	\$2,079.00	5%
Marina Green- not exclusive use up to 50 people per day	\$350.00	\$367.00	5%
Marina Green- exclusive use 50-100 people per day	\$615.00	\$645.00	5%
Marina Green- exclusive use over 100-200 people per day	\$1,400.00	\$1,470.00	5%
Marina Green- exclusive use over 200-500 people per day	\$2,000.00	\$2,100.00	5%
Maritime Parking Lot - exclusive use of full lot - Peak Season (May 1 - September 15)	n/a	\$2,000.00	n/a
Maritime Parking Lot - exclusive use of full lot - Off-Season (September 16 - April 30)	n/a	\$1,000.00	n/a
Event Site Peak Season May 1-September 15, group size 50 and under: not exclusive use, excludes parking fees	\$600.00	\$630.00	5%
Event Site Off-Season September 16- April 30 group size 50 or less: not exclusive use, excludes parking fees	\$400.00	\$420.00	5%
Event Site Peak Season May 1-September 15, group size 51-100: not exclusive use; excludes parking fees	\$875.00	\$918.00	5%
Event Site Off-Season September 16- April 30 group size 51-100: not exclusive use, excludes parking fees	\$650.00	\$682.00	5%
Event Site Peak Season May 1-September 15, group size 101-500: exclusive use of grass area & parking lot, excludes parking fees	\$2,775.00	\$2,913.00	5%
Event Site Off-Season September 16- April 30 , group size 101-500 exclusive use of grass area, excludes parking fees	\$1,800.00	\$1,890.00	5%
Event Site Peak Season May 1-September 15, group size 501-999: exclusive use of grass area & parking lot;additional event parking rental required for Lot #1	\$3,240.00	\$3,402.00	5%
Event Site Off-Season September 16- April 30 , group size 501-999 exclusive use of grass area & parking lot; additional event parking rental required for Lot #1	\$2,160.00	\$2,268.00	5%
Event Site Peak Season May 1-September 15, group size 1,000 plus: exclusive use of grass area and parking lot; additional event parking rental required for Lot #1	\$5,000.00	\$5,250.00	5%
Event Site Off-Season September 16- April 30 group size 1,000 plus: exclusive use of grass area & parking lot; additional event parking rental required for Lot #1	\$3,600.00	\$3,780.00	5%
Section 3. Waterfront Parking. Effective January 1, 2027	2026	2027	% +/-

Annual Parking Pass Overlength; vehicles over 20' over, RVs, Trucks with trailers; Valid at Event Site/Lot #1 Overflow/Marina Boat Ramp/DMV gravel lot	\$350.00	\$365.00	5%
Annual Parking Pass Regular; vehicles 20' and under; Valid at Event Site/Jensen West/Maritime/Anchor Way/Lot #1/DMV gravel lot/Marina Boat Ramp regular length parking stalls	\$225.00	\$235.00	5%
Annual Parking Pass Value & Marina- regular length 20' and under vehicles only; No RVs, Buses, or Campers; boat trailers allowed; Valid at Marina Boat Ramp/ DMV Gravel Lot/Lot #1 Overflow	\$125.00	\$130.00	5%
Hourly Parking Fees for Port owned parking lots and street parking - \$15/day maximum	\$2.75	\$2.75	0%
Mobile Parking App Convenience Fee (per paid parking transaction)	\$0.35	\$0.40	14%
Waterfront Parking fine- all locations parking in an unauthorized space	\$50.00	\$53.00	6%
Waterfront Parking fine- Event Site non-payment (includes parking beyond paid parking hours)	\$50.00	\$53.00	6%
Waterfront Parking fine- Handicap, fire lane, etc.	\$75.00	\$79.00	5%
Waterfront Parking fine- hourly overtime	\$20.00	n/a	n/a
Waterfront Parking fine- overnight	\$90.00	\$95.00	6%
Waterfront Parking fine- Ticket late payment fee (after 30 days of issuance)	\$25.00	\$26.00	4%
Waterfront Parking fine- Ticket late payment fee (after 60 days of issuance)	\$25.00	\$26.00	4%
Waterfront Parking fine - Passport Service Fee for Each Ticket Paid	-	\$3.95	n/a
Section 4. Waterfront Recreation Concession Lesson & Rental Permits	FY 25-26	FY 26-27	% +/-
Concession Hook- 2 permits	\$3,446.00	\$3,790.00	10%
Concession Nichols Basin Parking Lot and Dock- 1 permit	\$3,446.00	\$3,790.00	10%
Concession The Spit- 1 permit	\$3,446.00	\$3,790.00	10%
Concession Upper ES Dock- #1 Large- 1 permit	\$6,892.00	\$7,581.00	10%
Concession Upper ES Dock- #2-4 Medium- 3-permits	\$4,167.00	\$4,583.00	10%
Mobile Concessions	-	\$240.00	N/A
Concession Fee (for Non-Profits)	\$1,655.00	\$1,820.00	10%
Jet Ski Moorage Fee (per jet ski at South Basin Dock)	\$200.00	\$220.00	10%
Section 5. Administrative Service Fees. Effective July 1, 2026	FY 25-26	FY 26-27	% +/-
Hard copy of Public Improvement Project plans & specs packet	\$35.00	\$35.00	0%
Public Information Request - staff time per hr., 15 min. increments (depending on staff level required)	\$30-\$50/hour	\$30-\$50/hour	n/a
Public Information Request - hard copies; per printed side - black and white	\$0.25	\$0.25	0%
Public Information Request - hard copies; per printed side - color	\$0.50	\$0.50	0%
Public Information Request - nonstandard materials (e.g., maps, videos, sound recordings)	at cost	at cost	n/a

Public Information Request - outside consultants/legal review	at cost	at cost	n/a
Extra Invoice Processing Fee for quarterly or monthly payments	\$25.00	\$25.00	0%
Returned Check Fee	\$25.00	\$25.00	0%
Tenant key card (FOB) Fee	\$35.00	\$35.00	0%
State Agency Permit Fee for Work in Port Right of Way	\$0.00	\$5,000.00	NEW
Section 6. Tolls & Fees (cash/BreezeBy). Effective July 1, 2026	FY 25-26	FY 26-27	% +/-
Class 1 - Passenger Autos & Pickups	\$3.50 / 1.75	\$3.50 / 1.75	0%
Class 2 - Commercial Trucks and Vans	\$8.00 / \$6.00	\$8.00 / \$6.00	0%
Class 3 - 3 Axle Trucks	\$12.00 / \$9.00	\$12.00 / \$9.00	0%
Class 4 - 4 Axle Trucks	\$16.00 / \$12.00	\$16.00 / \$12.00	0%
Class 5 - 5 Axle Trucks	\$20.00 / \$15.00	\$20.00 / \$15.00	0%
Class 6 - 6 Axle Trucks	\$24.00 / \$18.00	\$24.00 / \$18.00	0%
Class 7 - 7 Axle Trucks	\$28.00 / \$21.00	\$28.00 / \$21.00	0%
Class 8 - 8 Axle Trucks	\$32.00 / \$24.00	\$32.00 / \$24.00	0%
Class 9 - 9 Axle Trucks	\$36.00 / \$27.00	\$36.00 / \$27.00	0%
Class 10 - 10 Axle Trucks	\$40.00 / \$30.00	\$40.00 / \$30.00	0%
Class 11 - 11 Axle Trucks	\$44.00 / \$33.00	\$44.00 / \$33.00	0%
Class 0 - Motorcycles	\$3.00 / \$1.50	\$3.00 / \$1.50	0%
License Place Recognition System Invoice Ancillary Fee	\$0.00	\$0.00	0%
License Place Recognition System Late Fee	\$25.00	\$25.00	0%
BreezeBy 6C Transponder (Vehicle/Motorcycle)	\$5.00	\$5.00	0%
License Plate Transponder	\$27.00	\$27.00	0%
Section 7. Airport- T-Hangar Rates and Fees. Effective January 1, 2027	FY 25-26	FY 26-27	% +/-
T-Hangar A- annual	\$4,984.00	\$5,058.00	*
T-Hangar B- annual	\$5,033.00	\$5,109.00	*
T-Hangar C-annual	\$5,569.00	\$5,652.00	*
T-Hangar - new addition 2026-2027	\$0.00	\$6,600.00	NA
T-Hangar Waitlist fee - one time charge	\$100.00	\$100.00	0%
T-Hangar Waitlist renewal	\$0.00	\$0.00	0%
Through the Fence Agreement leases	\$1,000.00	\$1,000.00	0%

Land Lease	.30/Square Foot	.30/Square Foot	NA
* Note that 25-26 was billed for 6 months - CPI was updated for 6 months; 3% CPI applied for 6 months; 1/5% effective rate			
Section 8. Insurance Certificate Limits. Effective July 1, 2026	FY 25-26	FY 26-27	% +/-
Building Lease Tenants			
1. General Liability, Each Occurrence	\$2,000,000	\$2,000,000	0%
2. Damages to Rented Premises, Each Occurrence	\$300,000	\$300,000	0%
3. Medical Expense, Any One Person	\$5,000	\$5,000	0%
4. Personal and Adverse Injury	\$2,000,000	\$2,000,000	0%
5. General Aggregate	\$2,000,000	\$2,000,000	0%
6. Products – Comp/OP Aggregate	\$0	\$0	0%
Marina Moorage Tenants			
1. General Liability Protection & Indemnity, Wreck Removal	\$500,000	\$500,000	0%
a. Pollution Coverage	\$25,000	\$25,000	0%
b. Watercraft Liability - specifically includes wreck removal and pollution.	\$500,000	\$500,000	0%
Marina Boathouse Tenants			0%
1. General Liability Protection & Indemnity, Wreck Removal	\$500,000	\$500,000	0%
a. Pollution Coverage	\$25,000	\$25,000	0%
Marina Float Plane Tenant- Aircraft Insurance Liability	\$1,000,000	\$1,000,000	0%
Marina Cruise Ship Moorage			
1. General Liability Protection & Indemnity	\$10,000,000	\$10,000,000	0%
a. Wreck removal/clean-up/pollution	\$1,000,000	\$1,000,000	0%
Airport Tenants			
1. T-Hangar Tenants	\$1,000,000	\$1,000,000	0%
2. Hangar Tenants	\$1,000,000	\$1,000,000	0%
3. Tie-Down Tenants	\$1,000,000	\$1,000,000	0%
Section 8. Violations - Port Ordinance No. 30 (Conduct on Port Property)	FY 25-26	FY 26-27	% +/-
Authority: Pursuant to Port of Hood River Ordinance No. 30 (Conduct on Port Property), including Sections 32 (Interstate Bridge), 18 (Official Signs), and 35 (Penalties), and applicable Oregon Revised Statutes (including ORS 777 and ORS 164.245 where applicable), the following fines are established.			
Interstate Bridge Violations (Section 32)			

1. Unauthorized use of Interstate Bridge (bicycles, e-bikes, scooters, skateboards, or pedestrians)	\$0	\$250	0%
2. Failure to comply with Interstate Bridge restrictions posted by Official Sign or Port personnel	\$0	\$250	0%
3. Stopping, parking, or leaving a vehicle unattended on the Interstate Bridge	\$0	\$500	0%
4. Passing another vehicle or unsafe maneuver on the Interstate Bridge	\$0	\$500	0%
Official Sign Violations (Section 18)			
1. Failure to comply with an Official Sign regulating conduct on Port Property	\$0	\$250	0%
2. Bypassing barricades, traffic control devices, or active closures	\$0	\$500	0%
General Conduct Violations (Ordinance No. 30)			
1. Violation of any provision of Ordinance No. 30 not otherwise specified	\$0	\$250	0%
2. Second violation of the same provision within 12 months	\$0	\$500	0%
3. Third or subsequent violation	\$0	Up to \$1,000	0%
Aggravated or High-Risk Violations			
1. Conduct that creates a significant safety risk to the public or Port operations	\$0	\$500 – \$1,000	0%
2. Conduct that interferes with Port staff, contractors, or traffic control operations	\$0	\$500 – \$1,000	0%
Section 9. Retail Sales, Gift Certificates, Promotions, Sponsorships and Sundries			
The Commission delegates to Executive Director the ability to set prices for sundries, cards, magnets, cups, DVDs, gift certificates, coupons, promotions, advertising, sponsorships and other retail and marketing items that don't otherwise conflict with Commission policy.			
Section 10. Delegation of Responsibility			
The Commission delegates to the Executive Director the ability to adjust these rates on a temporary basis to better manage services at the Port of Hood River. Any adjustments to these rates will be reported to the Commission at its next regular meeting			
Section 11. Annual Review.			
The Commission, through assistance by Port staff, shall annually review and adopt a new rate, fees and charges resolution prior to the start of the fiscal year.			
Section 12. Severability			
If any provision, section, fee or policy of this resolution or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions that can be given effect without the invalid provision or application.			
Section 13. Repealer			
All previous rates, charges and/or fees are hereby repealed.			

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Commission Memo

Prepared by: Amanda Rose, Director of Real Estate
Date: June 16, 2026
Re: Task Order 10 Amendment 6 –
HDR On-Call Engineering Services



Task Order 10 (TO10) under the Port's Master Services Agreement with HDR Engineering provides ongoing technical support, engineering consultation, project management assistance, and professional advice for a variety of Port operational, maintenance, capital improvement, and planning efforts. This task order serves as the Port's primary mechanism for obtaining routine engineering and technical services that do not warrant the creation of a separate project-specific task order. The current amendment to Task Order 10 expires on June 30, 2026.

As of June 2026, approximately \$25,000 remains available under the current authorization.

HDR has proposed Amendment 6 to Task Order 10, which would:

- Extend the period of service through **June 30, 2027**.
- Increase the task order authorization by **\$20,000**, from **\$180,000 to \$200,000**.
- Continue the existing scope of services for Technical Services & Professional Advice and Project Management & Administration.

The proposed increase is consistent with the Port's historical use of the task order and provides adequate capacity to continue receiving routine engineering and technical support services throughout the next fiscal year.

RECOMMENDATION:

MOTION to authorize the Executive Director to execute Task Order 10 Amendment 6 with HDR Engineering.

ATTACHMENTS:

Task Order 10, Amendment 6

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TASK ORDER 10 – Amendment 6

**SCOPE OF SERVICES
for
ON-CALL ENGINEERING**

May 28, 2026

This Task Order pertains to a **Personal Services Master Service Agreement**, (“**Agreement**”) by and between **Port of Hood River**, (“**Port**”), and **HDR Engineering, Inc.** (“**Consultant**”), dated June 17, 2015 (“the Agreement”), Amendment 1 dated July 21, 2017, Amendment 2 dated June 25, 2019, Amendment 3 dated June 25, 2021, Amendment 4 dated May 8, 2023, and Amendment 5 dated on or about June 6, 2025. The Port and Consultant agree to extend the Period of Service and Payments to Consultant as amended below for this Task Order. Upon execution, this Task Order shall supplement the Agreement as it pertains to the Services described below.

PART 2.0 SCOPE OF SERVICES

Task 1: Technical Services & Professional Advice

- Continue to provide services as described under this task in original Task Order 10

Task 2: Project Management & Administration

- Continue to provide services as described under this task in original Task Order 10

PART 4.0 PERIODS OF SERVICE:

All work shall be completed by June 30, 2027.

PART 5.0 PAYMENTS TO CONSULTANT:

The total fees for labor and expenses for this Task Order Amendment shall be a not-to-exceed amount of **\$20,000**, increasing the total fees for labor and expenses for this Task Order to **\$200,000**, billed monthly based on actual staff hours expended, actual staff hourly rates times a multiplier of 2.95. Expenses billable to the project and in conformance with the Agreement will be reimbursed in accordance with GSA rates and are included in the total not-to-exceed amount.

This Task Order is executed this _____ day of _____, 2026.

PORT OF HOOD RIVER

"Port"

HDR ENGINEERING, INC.

"Consultant"

BY: _____

BY: _____

NAME: Kevin Greenwood

NAME: Tracy Ellwein

TITLE: Executive Director

TITLE: Senior Vice President

ADDRESS: 1000 E. Port Marina Drive
Hood River, Oregon 97031

ADDRESS: 1455 NW Irving St
Suite 800
Portland, OR 97209

Commission Memo

Prepared by: Debbie Smith-Wagar, Finance Director
Date: June 16, 2026
Re: Professional Account Management, LLC,
Amendment #5



BACKGROUND:

Since April 2020, Professional Account Management LLC (PAM) has been providing collection services for the Port's tolling system and also provides license plate lookups for electronic tolling. The Port's official contract with PAM expired in April 2026.

ISSUE:

Staff recommends approval of an annual contract with PAM to continue providing collection services and license plate lookups. Legal has reviewed the Amendment.

BUDGET IMPACT:

Funding for the FY 2026-27 Amendment is included within the proposed FY 2026-27 Bridge Fund budget for professional services.

RECOMMENDATION:

MOTION to authorize the Executive Director to execute a one-year Amendment with Professional Account Management (PAM), effective April 10, 2026 through April 30, 2027.

ATTACHMENTS:

Amendment No. 5

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Goods and Services Agreement

AMENDMENT No. 5

This Amendment No. 5 (“Amendment 5”) to the Goods and Services Agreement is made and entered into by and between The Port of Hood River (the “Client”) and Professional Account Management, LLC (“PAM”).

WHEREAS, the Client and PAM entered into the Goods and Services Agreement on or about April 10, 2018 (the “Agreement”) for which Client contracted with PAM to manage the processing and collection of Client’s parking citation accounts and debts (“Parking Services”); and

WHEREAS, the Client and PAM amended the Goods and Services Agreement through Amendment No. 2, dated on or about April 9, 2020, the purpose of which was to have PAM perform for the Client toll license plate recognition enforcement and collection services (“Tolling Services”) in addition to the Parking Services provided under the Goods and Services Agreement; and

WHEREAS, Section 1 and Section 2 of the Goods and Services Agreement authorize the parties to extend the term of the Goods and Services Agreement and to make other modifications agreed to by the parties; accordingly, the Client and PAM executed an amendment to the Goods and Services Agreement on or about April 5, 2023, to extend the term until April 10, 2026;

WHEREAS, the Client and PAM executed Amendment No. 4 to the Goods and Services Agreement on or about February 6, 2026, which amendment removed the Parking Services from the scope of services provided under the Goods and Services Agreement; and

WHEREAS, the parties desire to extend the term of the Goods and Services Agreement to acknowledge PAM’s provision of Tolling Services since April 10, 2026, and so that PAM may continue to provide Tolling Services as set forth in Attachment A and Attachment B until April 30, 2027;

NOW THEREFORE, the parties hereto agree as follows:

1. Term

Notwithstanding any other description of the term as set forth in the Goods and Services Agreement, including any amendments thereto, the term of the Goods and Services Agreement shall be extended to April 30, 2027.

2. Miscellaneous

This Amendment 5 may be executed in one or more counterparts, which may be exchanged by electronic transmission (including by email), each of which will be deemed an original, but all of which together constitute one and the same instrument. Except as amended and/or modified by this Amendment 5, all other terms of the Goods and Services Agreement shall remain in full force and effect, unaltered and unchanged by this Amendment. Whether or not specifically amended by this Amendment 5, any of the terms and provisions of the Goods and Services Agreement are hereby amended and/or shall be interpreted to the extent necessary and so as to give effect to

the purpose and intent of this Amendment 5 as though this Amendment 5 were in effect as of April 10, 2026.

IN WITNESS WHEREOF, the parties have executed this Amendment.

PORT OF HOOD RIVER

Signature: _____

Printed Name: _____

Title: _____

Date: _____

PROFESSIONAL ACCOUNT MANAGEMENT, LLC

Signature: _____

Printed Name: _____

Title: _____

Date: _____

ATTACHMENT A – SCOPE OF SERVICES, TOLLING SERVICES

(a) DMV Registered Owner Lookup

Upon receipt of transaction data, PAM will utilize its interfaces with the various 51 state DMV agencies to obtain the vehicle registered owner. Specific DMV access would be subject to any requirements or restrictions imposed by certain DMVs (such as completion of state-required paperwork, restriction of release of data to non-public entities, etc.)

Other information regarding this service:

1. Data will be exchanged using PAM's secure FTP site.
2. PAM will provide data format.
3. For states that require additional formal agreements (noted with * on the list below) PAM will supply the necessary state forms required to be completed and executed by the requesting entity and assist with the documentation flow.
4. PAM will supply forms for Nlets ORI/S-ORI access (National Law Enforcement Telecommunication System, Originating Agency Identifier) with either full or restricted access, indicated by an "S"). The Nlets database provides integrated access to multiple state DMVs. Full or restricted access is granted by the Nlets organization based on the requesting agency's law enforcement authority level.
5. Connecticut requires that all notices sent to citizens be reviewed by the DMV prior to access approval.
6. Turnaround times below are approximate and are not guaranteed, based on state agency responsiveness.
7. Not all states release data to non-public entities.

DMV Registered Owner Information			
Approximate Turnaround Times by State			
1– 10 Day Retrieval		Available With Nlets S-ORI	Available With Nlets Full ORI
Alabama	Missouri	Utah	Hawaii
Alaska	Montana		New Hampshire
Arkansas	Nebraska		Pennsylvania
Arizona	Nevada		
California*	New Jersey		
Colorado	New Mexico		<u>Canadian:</u>
Connecticut*	New York*		Alberta
Delaware	North Carolina		British Columbia
Florida	North Dakota		Manitoba
Georgia	Ohio		Ontario
Idaho	Oklahoma		
Iowa*	Oregon*		
Illinois*	Rhode Island		
Indiana	South Carolina		
Kansas	South Dakota		
Kentucky	Tennessee		
Louisiana	Texas		
Maine	Vermont		
Maryland	Virginia*		
Massachusetts	Washington		
Michigan*	West Virginia		
Minnesota	Wisconsin		
Mississippi	Washington, DC		

***Requires state forms to be completed**

(b) Debt Collection

- 1.1. Agreement to Collect. PAM agrees to provide debt collection services to Client in compliance with all applicable laws, regulations, licensing and bonding requirements. To the extent necessary to enable PAM to comply with applicable laws and standards in the collection industry, the Client agrees to the following: (i) to reasonably cooperate with PAM and provide reasonably necessary information it has regarding debts placed for collections, (ii) that debts placed with PAM are accurate and correct to the best of the Client’s knowledge, (iii) that reasonable steps will be taken to report disputes, appeals, validation requests, and defenses of debtors to PAM (including any information regarding the bankruptcy, death, legal disability or other defenses), and (iv) to cooperate with PAM in the event of any changes in law or rules that may impose new or additional obligations on PAM.
- 1.2. Documentation of Accounts/Financial Reporting. PAM will provide monthly, detailed reports of collection activity related to Debts. The reports include the principal amount of the Debt; amounts collected to date including any allowable fees, costs and interest; dispute

information, requests for validation by debtor; agreements by the debtor regarding future payments, bankruptcy, death or legal disability of the debtor, amount of commission retained by PAM, amount remitted to the Client and amount remitted to others under this Agreement.

- 1.3. Insurance and Bond Coverage. PAM will maintain at least the minimum level of insurance and bond coverage required by ACA or state law, whichever is greater, in all jurisdictions in which engaged in collection activity under this Agreement.
- 1.4. Trust Account. PAM warrants that it will maintain a trust account as required by state law while PAM is engaged in collection activity under this Agreement.
- 1.5. Methods and Compliance. PAM uses ordinary and reasonable collection efforts as permitted by law and will at all times comply with the Fair Debt Collection Practices Act (FDCPA), the Fair Credit Reporting Act (FCRA) and all applicable state, federal and local laws and regulations applicable to collections under this Agreement.
2. Legal Process. Client reserves sole right and authority to place Debts in litigation, including Debts subject to a forwarding agreement. Client may authorize PAM in writing to retain an attorney and commence litigation on behalf of Client, subject to separate terms and conditions mutually agreed in writing between the Parties. At no time, nor in any case, does PAM accept any responsibility or liability for any expenses, fees, or damages or any costs or liability related to legal process or use of an attorney to collect Debts.
3. Cost and Fees
 - 3.1. Collection Fee. The cost of collection services described in this Agreement is percentage-based contingent on Debts collected. A Debt placed for collection with PAM or with an attorney to obtain judgment or otherwise satisfy payment of the Debt is subject to a fee of 30% of the amount actually collected (Collection Contingency Fee) by PAM. The Collection Fee is in addition to any and all other costs including but not limited to court costs, sheriff's fees, interest, late fees, investigatory fees, or other costs incurred directly or indirectly by PAM in collection of amounts owed under this Agreement.
 - 3.2. Interest and Fees on Debts. Client hereby authorizes PAM to add interest, civil penalties, litigation and legal process fees, court costs, attorney fees and other such expenses relating to the collection of Debts as provided by law or debtor contract and to collect this amount from the debtor. Such amounts are considered part of the total original amount placed for collection.
 - 3.3. Remittance. Amounts due Client based on one (1) calendar month of collections will be remitted to Client by the fifteenth (15th) day of the following month. PAM will provide a report of collection activities to Client, up to and including the date of any expiration or termination of this Agreement within thirty (30) calendar days of expiration or termination.
 - 3.4. Reimbursement and Set off. Any fees, costs or expenses incurred by PAM in the course of collection of Debts will be set off against amounts due Client for Debts collected. Should funds collected be insufficient for payment in full through set off, Client understands and acknowledges that PAM will invoice Client for all such costs and expenses.
4. NSF and Disputed Payments. In the event that any Debts reported to Client as paid are subsequently returned NSF or reversed as disputed, PAM will reverse the amount of such Debt payment and all fees taken on such payment from the current month's billing statement.
5. Authorization To Forward Accounts. PAM may forward any of Client's Debts to another collection agency if the debtor has moved out of the general business area of PAM, and such other collection agency shall have authority to exercise all ordinary and reasonable collection efforts as

permitted by law, and shall remit any payments made to PAM less agreed commissions, and PAM shall then remit to Client less any agreed commissions.

6. Right To Withdraw Accounts or Termination. Client may request the return of any Debts not yet collected provided thirty (30) calendar days advance written notice (Notification Period). PAM agrees to return Debts not collected by the end of the Notification Period along with appropriate financial records of the Debts including amounts collected, commission retained, additional fees, interest and charges added, and a detailed statement of expenses incurred by PAM on behalf of Client. In the event of termination of this Schedule or the Agreement, the Client will pay all amounts due under this Agreement on Debts that have been collected through the end of PAM's business day on the date of termination.
7. Assignment and Process. PAM will accept assignment of Debts in accordance with the following business rules;
 - 7.1. Have reached delinquent status
 - 7.2. where first notice mailed
 - 7.3. all penalties applied
8. Collection Letters. PAM will propose collection letters to Client for review, edit and approval. Collection letter types may include Notice of Assignment to Collection Agency, Demand for Payment, Pending DMV Hold, or Pending Tax Offset (where applicable). Letters may also be provided in the form of email and text message communication.
9. Skip Tracing. PAM will provide skip trace services where required to locate violators a current address for all Debts.
10. Customer Service. PAM will provide a toll-free Customer Service number listed on all correspondence for violators to contact PAM for any reason.
11. Debtor Dispute Resolution. PAM will provide dispute resolution services, in accordance with business rules established by Client, to review violator claims of non-liability and forward accounts to Client where PAM has determined a valid reason for dismissal. Client, at its sole discretion, will make final decisions on such matters and update the AutoPROCESS System to reflect such decision.
12. Lockbox Remittance Processing. All PAM Collection letters include a return remittance envelope addressed to PAM's remittance processing center. PAM will provide lockbox remittance processing of all payments and update the AutoPROCESS System on a daily basis.
13. Bank Account. PAM will maintain a bank account in the name of PAM and Client (Bank) for deposit of all revenue received directly from lockbox, internet and IVR payment sites. The Bank will be available for inspection at any time by Client through on-line access.

ATTACHMENT B – PRICING

Service Description	Fee
Interface and processing of Out-of-State DMV Registered Owner Data to vehicle databases	\$1.10 per name and address returned, aka “hit”
Delinquent Collection Fee	30.00% of revenue collected

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Commission Memo

Prepared by: Kevin Greenwood, Executive Director
Date: June 16, 2026
Re: HRWSBA Request for Joint Letter Re: 6(F)



BACKGROUND:

The Hood River-White Salmon Bridge Authority (HRWSBA) has requested that the Port join in a letter to the Oregon Parks and Recreation Department (OPRD) and National Park Service (NPS) seeking reconsideration of the February 13, 2024 determination that the Hood River-White Salmon Bridge Replacement Project constitutes a partial Land and Water Conservation Fund (LWCF) Section 6(f) conversion within Marina Park and Boat Basin. The letter requests a meeting with OPRD and NPS and asks that the project instead be evaluated as a compatible public facility under LWCF Manual Chapter 8.I.

The proposed letter states that the bridge project's permanent footprint within the 6(f) boundary is approximately 1.14 acres of the approximately 53.3-acre LWCF area and largely overlaps existing non-recreational Port facilities that will be removed. Temporary construction areas would be restored following construction.

According to HRWSBA and its consultant team, a formal Section 6(f) conversion could require replacement recreation property and associated improvements with an estimated cost of approximately \$4.0 to \$4.5 million. The requested reconsideration would allow OPRD and NPS to review whether the project can be treated as a compatible public facility rather than a conversion.

The attached letter does not commit the Port to any future property transfer, mitigation measure, or financial obligation. Rather, it requests agency review and discussion of the applicable Section 6(f) framework.

RECOMMENDATION:

MOTION to authorize the Commission President to execute the attached joint letter with HRWSBA requesting reconsideration of the February 13, 2024 Section 6(f) determination.

ATTACHMENTS:

Request
Letter

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From: [Michael Shannon](#)
To: [Kevin Greenwood](#)
Cc: [ericw](#)
Subject: NPS/OPRD 6f conversion letter.
Date: Monday, June 8, 2026 3:45:01 PM
Attachments: [DRAFT HRWS Bridge LWCF 6f Conversion Appeal Memo 09.docx](#)

Kevin,

Attached for your review is a draft joint letter from the Hood River–White Salmon Bridge Authority and the Port of Hood River requesting reconsideration of the LWCF Section 6(f) conversion determination for Marina Park and Boat Basin.

The letter outlines the project footprint, restoration commitments, and the basis for treating the bridge improvements as a compatible public facility under LWCF Manual Chapter 8.1, given the limited permanent use (approximately 1.14 acres within the 6(f) boundary) and the restoration of all temporary construction areas.

We request the Port's review and concurrence with the content and approach so that we can finalize and transmit the letter jointly to OPRD and NPS. If you have any edits, comments, or suggested refinements, please share them at your convenience.

Thank you for your partnership on this effort.

Best regards,

Michael Shannon, PE

Project Director

Cell (425) 577-8071 Email mwshannon@hntb.com

HNTB CORPORATION | INFRASTRUCTURE SOLUTIONS

777 108th Avenue NE | Suite 1000 | Bellevue, WA 98004 | hntb.com

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June 2, 2026

Oregon Parks and Recreation Department (OPRD)

Attn: Julian Fedorchuck

National Park Service (NPS)

Attn: Mathew Lawson

Re: Request to Reconsider LWCF Section 6(f) Conversion Determination – Marina Park and Boat Basin (Hood River–White Salmon Bridge Replacement Project)

Dear Mr. Fedorchuck and Mr. Lawson:

The Hood River–White Salmon Bridge Authority (Authority) and the Port of Hood River (Port) request a meeting with OPRD and NPS to discuss the February 13, 2024 determination that the Hood River–White Salmon Bridge Replacement Project triggers a partial Land and Water Conservation Fund (LWCF) Section 6(f) conversion within the Marina Park and Boat Basin 6(f) boundary. The project should instead be treated as a compatible public facility under LWCF Manual Chapter 8.I. Its permanent right-of-way within the 6(f) boundary is approximately **1.14 acres** of the approximately **53.3-acre** encumbered area, largely overlaps two existing non-recreational Port buildings that will be removed, and requires only temporary construction areas that will be restored after use.

A meeting is the most efficient path forward because the relevant facts are narrow and the governing question is straightforward: whether this limited use within the 6(f) boundary changes Marina Park’s primary recreational function. It does not. The context below summarizes the factual basis for that conclusion.

LWCF 6(f) Context

Marina Park and Boat Basin is a partially LWCF-funded outdoor recreation area owned and managed by the Port (LWCF Grant Nos. 41-00260, 41-00357, 41-00513, and 41-00568). The NPS-approved 6(f) boundary encompasses approximately **53.3 acres** (about 27 acres developed), including the marina and boat launch, beach, open lawn areas, the Waterfront Trail, and related visitor amenities. Maps of the OPRD- and NPS-approved LWCF boundary and bridge permanent and temporary rights-of-way are provided in Attachment A (Figure A-1).

Project Overview

The existing Hood River Bridge is functionally obsolete, lacks sidewalks and bicycle facilities, constrains marine navigation, and is vulnerable to seismic damage. The replacement bridge’s Oregon landing is adjacent to Marina Park and Boat Basin.

The replacement bridge alignment was selected through a multi-year NEPA Environmental Impact Statement process completed in 2025. Recreation and multimodal access were central to the project purpose and need.

Project Footprint and Restoration

Footprint and restoration. The bridge's permanent right-of-way within the 6(f) boundary is approximately **1.14 acres**, and temporary staging and laydown within the boundary are approximately **1.65 acres**. The permanent footprint largely overlaps two existing non-recreational Port buildings that will be removed, and temporary areas will be restored to park and open-space use after construction.

Construction commitments. No parking will be lost during construction. We will provide temporary parking immediately adjacent to this parcel. Temporary construction areas will be restored to park and open-space use after construction.

Staging within the boundary. The project team evaluated staging locations outside the Marina Park 6(f) boundary and did not identify a feasible and prudent alternative that would support bridge construction and removal of the existing structure. Limited staging within the boundary is therefore necessary, and those areas will be restored after construction. These facts reinforce why the project does not change the park's primary recreational function.

Why the Project Is a Compatible Public Facility

LWCF Manual Chapter 8.I provides that a public facility within a 6(f) boundary is not a conversion if recreation remains the site's overall primary function. That standard is met here. The project affects a small portion of the encumbered area, occupies land already used for non-recreational development, and restores temporary construction areas after use. Marina Park and Boat Basin will remain an outdoor recreation resource before, during, and after construction.

Request for Reconsideration

OPRD and NPS have indicated that the Authority is not an eligible LWCF sponsor and that transfer of bridge right-of-way within the 6(f) boundary from the Port to the Authority would trigger a conversion. Those issues do not change the controlling Section 6(f) question, which is whether the project changes the park's primary recreational function. It does not.

The project team completed an appraisal for the approximately **2.79-acre** area currently being treated as the conversion footprint; the appraised value is **\$3.4 million**. A formal conversion would require replacement recreation property of at least equal value and equivalent usefulness and location, plus additional design, permitting, and development costs. The Authority and Port estimate total conversion-related costs of approximately **\$4.0–\$4.5 million**.

Requested Determination

The Authority and Port request that OPRD and NPS withdraw the February 13, 2024 determination and confirm that the bridge improvements within the Marina Park and Boat Basin 6(f) boundary constitute a compatible public facility under LWCF Manual Chapter 8.I.

Requested Agency Action

- **Meet with the Authority and Port.** Convene a joint meeting with OPRD and NPS to discuss the project footprint, restoration plan, and the proper Section 6(f) framework.
- **Reconsider the February 13, 2024 determination.** At that meeting, consider whether the project should be treated as a compatible public facility under LWCF Manual Chapter 8.I.
- **Identify any focused information needs.** If additional documentation or commitments are needed, identify them so the parties can address those items directly.

The Authority and Port respectfully request a meeting at the agencies' earliest convenience and are prepared to provide any focused follow-up materials needed to support that discussion.

Sincerely,
Hood River–White Salmon Bridge Authority

[Name], [Title]

Port of Hood River

[Name], [Title]

cc: [Names/Titles]

DRAFT

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Figure 1.
LWCF Boundary Determination

Hood River-White Salmon Interstate Bridge Replacement
Section 6(f) LWCF Boundary Determination
Hood River, Hood River County, OR /White Salmon, Klickitat County, WA

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Figure 1.
LWCF Conversion Footprint Permanent and Temporary Rights-of-Way

Hood River-White Salmon Interstate Bridge Replacement
Section 6(f) LWCF Compliance
Hood River, Hood River County, OR /White Salmon, Klickitat County, WA

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Commission Memo

Prepared by: Amanda Rose, Director of Real Estate
Date: June 16, 2026
Re: Bridge Steel and Coating Maintenance
Repairs – Bid Results and Authorization
to Issue Notice of Intent to Award



On May 1, 2026, the Port of Hood River issued an Invitation to Bid for the Bridge Steel and Coating Maintenance Repairs project at the Hood River-White Salmon Interstate Bridge. The project includes miscellaneous steel repairs, bearing hanger link repairs, removal and replacement of the bridge lifeline system, and maintenance coating of select bridge members. The solicitation was publicly advertised and administered in accordance with Oregon public contracting requirements.

Bids were publicly opened on May 21, 2026. The Port received two bids for the project:

- ABHE & Svoboda, Inc - \$625,885.00
- Vimas Painting Company, Inc - \$1,780,000.00

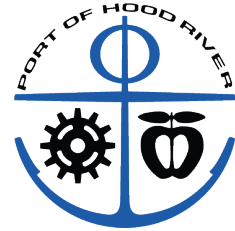
Staff reviewed both bid submissions for responsiveness and responsibility, including the required bid forms, contractor registration, bid security, references, and compliance with solicitation requirements. The review determined that Abhe & Svoboda, Inc. submitted the lowest responsive and responsible bid.

RECOMMENDATION:

MOTION to authorize Intent to Award to Abhe & Svoboda, Inc. for the Bridge Steel and Coating Maintenance Repairs project in an amount not to exceed \$625,885.00 and authorize the Executive Director to sign the contract, subject to legal review and barring no protests.

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Commission Memo



Prepared by: Debbie Smith-Wagar, Finance Director
Date: June 16, 2026
Re: Accounts Payable Requiring Commission Approval

Cable Huston LLP	\$7,678.00
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Attorney services for April and May per attached summary

TOTAL ACCOUNTS PAYABLE TO APPROVE	\$7,678.00
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PROFESSIONAL SERVICES SUMMARY

Timekeeper	Hours	Rate	Amount
Brooks Tommy	9.30	\$355.00	\$3,301.50
Koepke Elise	2.10	\$280.00	\$588.00
Total Fees & Disbursements			<u>\$3,889.50</u>
Current Charges			<u>\$3,889.50</u>
Previous balance			<u>\$3,788.50</u>
Balance due upon receipt			<u><u>\$7,678.00</u></u>

Total Trust Balance: \$0.00

To make a payment via ACH, please visit our secure payment portal at
<https://www.cablehuston.com/payments/>

Suite 1500, 1455 SW Broadway, Portland, Oregon 97201-3412 Phone: 503.224.3092 Fax: 503.224.3176

COSTS MAY HAVE BEEN INCURRED WHICH ARE NOT ON THIS STATEMENT. THESE COSTS WILL APPEAR ON SUBSEQUENT STATEMENTS.

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Commission Memo

Prepared by: Debbie Smith-Wagar, Finance Director
Date: June 16, 2026
Re: April Financial Report



The attached report is a packet of activity with the summary reports by fund and then drilling down into more detail for the multiple departments/properties in the General Fund and the multiple departments in the Administration Fund.

This report is through April 30, 2026, which is 83.33% of the way through the fiscal year. The reorganization that Commissioners approved in January are reflected in both the layout and the budget numbers in this report.

Since this meeting is the last commission meeting of the fiscal year, the Finance Department did some additional review of actual expenditures and estimated ending balances compared to budget (it was our last chance to bring a budget adjustment to you if we found one to be necessary). All categories are expected to be well within budget.

Capital outlay for the whole Port as of April 30th was nearly \$4.1M. This is a lot higher than in recent years, therefore a schedule of the expenditures is included. The two largest expenditures are the purchase of property on Wasco Court (the new administration building) and the completion of the two new parking lots on the waterfront. Additional large capital outlay is expected for the rest of the fiscal year as the T-hangars at the airport should be nearly completed by June 30th and another piece of property is expected to be purchased, although that property purchase will most likely occur after July 1st (the timing will be very close to June 30/July 1). We may bring a budget adjustment to the Commission in July or August depending on the amount of capital outlay completed by June 30th and the amount that is budgeted for the fiscal year beginning July 1st.

Traffic on the bridge in April was down about 1.8% compared to April 2025. Since May is concluded, we also ran reports and determined that traffic for May was down 7.7% compared to May of 2025. Analysis shows this decrease was primarily in cars and pickups, and we believe high gas prices are driving down traffic. A similar trend is showing up in gas taxes as well, as consumers are buying less gas.

RECOMMENDATION: For information only

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PORT OF HOOD RIVER

FY26 FUND ANALYSIS - BUDGET VS ACTUAL

For the period ending April 30, 2026 (83.33%)

	General			Administration			Bridge Operations			Bridge Replacement			HRWSBA			TOTAL		
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%
REVENUE																		
Operating	\$ 4,071,900	\$ 3,362,689	83%	\$ 3,759,800	\$ 2,580,498	69%	\$ 9,515,200	\$ 9,057,092	95%							\$ 17,346,900	\$ 15,000,280	86%
Non-operating:																		
Grants, interest, other income	\$ 11,035,860	\$ 762,993	7% {1}	\$ 900,000	\$ 307,226	34%	\$ 378,000	\$ 332,384	88%	\$ 4,502,000	\$ 511,642	11%	\$ 20,000	\$ -	0%	\$ 16,835,860	\$ 1,914,246	11%
Transfers In	\$ 2,000,000	\$ -	0% {2}	\$ 1,200,000	\$ 1,200,000	100% {7}							\$ 3,828,400	\$ 2,802,925	73%	\$ 7,028,400	\$ 4,002,925	57%
TOTAL	\$ 17,107,760	\$ 4,125,682	24%	\$ 5,859,800	\$ 4,087,725	70%	\$ 9,893,200	\$ 9,389,476	95%	\$ 4,502,000	\$ 511,642	11%	\$ 3,848,400	\$ 2,802,925	73%	\$ 41,211,160	\$ 20,917,450	51%
EXPENSES																		
Operating																		
Personal Services	\$ 392,788	\$ 265,773	68%	\$ 2,478,950	\$ 1,795,792	72%	\$ 337,380	\$ 217,206	64%							\$ 3,209,118	\$ 2,278,771	71%
Materials & Services	\$ 2,018,600	\$ 1,459,079	72%	\$ 1,245,850	\$ 771,075	62%	\$ 1,946,000	\$ 1,394,042	72%	\$ -	\$ -	NA				\$ 5,210,450	\$ 3,624,196	70%
Internal Services (Admin/OH)	\$ 2,679,386	\$ 2,004,917	75%				\$ 944,556	\$ 532,597	56%							\$ 3,623,942	\$ 2,537,514	70%
Debt Service	\$ 95,000	\$ 64,655	68% {3}													\$ 95,000	\$ 64,655	68%
Subtotal	\$ 5,185,774	\$ 3,794,425	73%	\$ 3,724,800	\$ 2,566,866	69%	\$ 3,227,936	\$ 2,143,845	66%	\$ -	\$ -		\$ -	\$ -		\$ 12,138,510	\$ 8,505,136	70%
Non-Operating																		
Capital Outlay	\$ 9,500,000	\$ 3,513,755	37% {4}	\$ 95,000	\$ 10,000	11%	\$ 1,370,000	\$ -	0%	\$ 4,502,000	\$ 507,798	11%				\$ 15,467,000	\$ 4,031,553	26%
Transfers Out	\$ 910,800	\$ 910,800	100% {5}				\$ 6,117,600	\$ 3,092,125	51%							\$ 7,028,400	\$ 4,002,925	57%
Special	\$ 71,000	\$ -	0% {6}										\$ 3,848,400	\$ 2,824,738	73%	\$ 3,919,400	\$ 2,824,738	72%
Contingency	\$ 8,000,000		NA	\$ 540,000		NA	\$ 900,000		NA							\$ 9,440,000		NA
Other				\$ 1,500,000	\$ 1,500,000	{8}	\$ 600,000	\$ 267,075	45%									
Subtotal	\$ 18,481,800	\$ 4,424,555	24%	\$ 2,135,000	\$ 1,510,000	71%	\$ 8,987,600	\$ 3,359,200	37%	\$ 4,502,000	\$ 507,798	11%	\$ 3,848,400	\$ 2,824,738	73%	\$ 35,854,800	\$ 10,859,215	30%
TOTAL	\$ 23,667,574	\$ 8,218,980	35%	\$ 5,859,800	\$ 4,076,866	70%	\$ 12,215,536	\$ 5,503,045	45%	\$ 4,502,000	\$ 507,798	11%	\$ 3,848,400	\$ 2,824,738	73%	\$ 47,993,310	\$ 19,364,351	40%
NET INCOME																		
Operating	\$ (1,113,874)	\$ (431,735)		\$ 35,000	\$ 13,632		\$ 6,287,264	\$ 6,913,247		\$ -	\$ -		\$ -	\$ -		\$ 5,208,390	\$ 6,495,144	
Non-Operating	\$ (5,445,940)	\$ (3,661,562)		\$ (35,000)	\$ (2,774)		\$ (8,609,600)	\$ (3,026,816)		\$ -	\$ 3,845		\$ -	\$ (21,813)		\$ (11,990,540)	\$ (4,942,045)	
TOTAL	\$ (6,559,814)	\$ (4,093,297)		\$ -	\$ 10,858		\$ (2,322,336)	\$ 3,886,431		\$ -	\$ 3,845		\$ -	\$ (21,813)		\$ (6,782,150)	\$ 1,553,099	
BEG. FUND BALANCE	\$ 13,500,000	\$ 13,842,130		\$ -	\$ -		\$ 5,000,000	\$ 4,629,712		\$ -	\$ -		\$ -	\$ -		\$ 18,500,000	\$ 18,471,842	
END. FUND BALANCE	\$ 6,940,186	\$ 9,748,833		\$ -	\$ 10,858		\$ 2,677,664	\$ 8,516,143		\$ -	\$ 3,845		\$ -	\$ (21,813)		\$ 11,717,850	\$ 20,024,941	

- {1} Budget assumed the sale of Big 7 and Lower Hanel Mill property and includes Airport grants; Lower Hanel Mill will not close until next fiscal year.
- {2} A transfer-in is budgeted from the Bridge Fund - this will be the final year of this transfer
- {3} Debt service is for a low interest loan from 2013 to make improvements to the Marina docks; it will be paid off in 2028.
- {4} Capital Outlay is primarily the completion of the parking lots in the waterfront area and the purchase of two properties on Wasco Court for future administration relocations. The roof on the Jensen Building will NOT be completed this fiscal year. Other capital that was budgeted and will not be completed includes \$750k for storage units at Lower Mill. The projects at the airport are moving forward with the T-Hangars nearly completed and the Turf Taxilane following right behind.
- {5} The General Fund's portion of the "PERS Buydown" that occurred in August
- {6} A transfer is budgeted to help fund the Foundation's plan for launching the license plate program
- {7} Transfers into the Admin Fund are \$1.2M for the PERS Buydown; the State of Oregon contributed \$300,000 for a total contribution of \$1.5M
- {8} Actual payment for PERS Buydown

PORT OF HOOD RIVER

FY26 GENERAL FUND ANALYSIS BY DEPARTMENT - BUDGET VS ACTUAL

For the period ending April 30, 2026 (83.33%)

	Industrial Properties			Commercial Buildings			Airport			Marina Basin			Waterfront Recreation			Parking			Non-Departmental			TOTAL GENERAL FUND		
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%
REVENUE																								
Operating	\$ 2,478,600	\$ 2,068,467	83%	\$ 269,700	\$ 180,648	67%	\$ 312,200	\$ 186,866	60% (2)	\$ 449,900	\$ 506,634	113% (3)	\$ 36,500	\$ 54,539	149% (4)	\$ 525,000	\$ 365,536	70%				\$ 4,071,900	\$ 3,362,689	83%
Non-operating:																								
Grants, interest, other income	\$ 547,360	\$ 223,351	41% (1)	\$ 500,000	\$ -	NA	\$ 1,330,000	\$ 25,737	2%	\$ 47,500	\$ 1,200	3%	\$ 111,000	\$ 13,005	12%				\$ 8,500,000	\$ 499,700	6%	\$ 11,035,860	\$ 762,993	
Transfers In																			\$ 2,000,000	\$ -	NA	\$ 2,000,000	\$ -	0%
TOTAL	\$ 3,025,960	\$ 2,291,819	76%	\$ 769,700	\$ 180,648	23%	\$ 1,642,200	\$ 212,603	13%	\$ 497,400	\$ 507,834	102%	\$ 147,500	\$ 67,544	46%	\$ 525,000	\$ 365,536	70%	\$ 10,500,000	\$ 499,700	5%	\$ 17,107,760	\$ 4,125,682	24%
EXPENSES																								
Operating																								
Personal Services	\$ 42,297	\$ 42,086	100%	\$ 7,845	\$ 7,606	97%	\$ 15,060	\$ 7,939	53%	\$ 145,196	\$ 130,016	90%	\$ 67,540	\$ 47,663	71%	\$ 114,850	\$ 30,465	27%				\$ 392,788	\$ 265,773	68%
Materials & Services	\$ 1,187,800	\$ 935,011	79%	\$ 135,900	\$ 86,462	64%	\$ 200,150	\$ 184,803	92%	\$ 171,250	\$ 92,593	54%	\$ 184,500	\$ 91,054	49%	\$ 139,000	\$ 69,157	50%				\$ 2,018,600	\$ 1,459,079	72%
Internal Services (Admin/OH)	\$ 856,904	\$ 578,805	68%	\$ 261,849	\$ 246,039	94%	\$ 380,826	\$ 456,356	120%	\$ 543,440	\$ 212,922	39%	\$ 313,099	\$ 391,599	125%	\$ 323,268	\$ 119,196	37%				\$ 2,679,386	\$ 2,004,917	75%
Debt Service										\$ 95,000	\$ 64,655	68%										\$ 95,000	\$ 64,655	68%
Subtotal	\$ 2,087,001	\$ 1,555,902	75%	\$ 405,594	\$ 340,106	84%	\$ 596,036	\$ 649,097	109%	\$ 954,886	\$ 500,186	52%	\$ 565,139	\$ 530,315	94%	\$ 577,118	\$ 218,818	38%	\$ -	\$ -	NA	\$ 5,185,774	\$ 3,794,425	73%
Non-Operating																								
Capital Outlay	\$ 5,335,000	\$ 1,681,836	32%	\$ 530,000	\$ 5,314	1%	\$ 2,105,000	\$ 617,065	29%	\$ 30,000	\$ -	0%	\$ 300,000	\$ -	0%	\$ 1,200,000	\$ 1,209,540	101%				\$ 9,500,000	\$ 3,513,755	37%
Transfers Out	\$ -																		\$ 910,800	\$ 910,800	100% (5)	\$ 910,800	\$ 910,800	100%
Special	\$ -																		\$ 71,000	\$ -	0% (6)	\$ 71,000	\$ -	0%
Contingency	\$ -																		\$ 8,000,000		0%	\$ 8,000,000	\$ -	0%
Other	\$ -																					\$ -	\$ -	
Subtotal	\$ 5,335,000	\$ 1,681,836	32%	\$ 530,000	\$ 5,314	1%	\$ 2,105,000	\$ 617,065	29%	\$ 30,000	\$ -	0%	\$ 300,000	\$ -	0%	\$ 1,200,000	\$ 1,209,540	101%	\$ 8,981,800	\$ 910,800	10%	\$ 18,481,800	\$ 4,424,555	24%
TOTAL	\$ 7,422,001	\$ 3,237,738	44%	\$ 935,594	\$ 345,420	37%	\$ 2,701,036	\$ 1,266,162	47%	\$ 984,886	\$ 500,186	51%	\$ 865,139	\$ 530,315	61%	\$ 1,777,118	\$ 1,428,358	80%	\$ 8,981,800	\$ 910,800	10%	\$ 23,667,574	\$ 8,218,980	35%
NET INCOME																								
Operating	\$ 391,599	\$ 512,565		\$ (135,894)	\$ (159,458)		\$ (283,836)	\$ (462,231)		\$ (504,986)	\$ 6,448		\$ (528,639)	\$ (475,776)		\$ (52,118)	\$ 146,718		\$ -	\$ -		\$ (1,113,874)	\$ (431,735)	
Non-Operating	\$ (4,787,640)	\$ (1,458,485)		\$ (30,000)	\$ (5,314)		\$ (775,000)	\$ (591,328)		\$ 17,500	\$ 1,200		\$ (189,000)	\$ 13,005		\$ (1,200,000)	\$ (1,209,540)		\$ 1,518,200	\$ (411,100)		\$ (5,445,940)	\$ (3,661,562)	
TOTAL	\$ (4,396,041)	\$ (945,920)		\$ (165,894)	\$ (164,772)		\$ (1,058,836)	\$ (1,053,559)		\$ (487,486)	\$ 7,648		\$ (717,639)	\$ (462,772)		\$ (1,252,118)	\$ (1,062,822)		\$ 1,518,200	\$ (411,100)		\$ (6,559,814)	\$ (4,093,297)	
BEG. FUND BALANCE																			\$ 13,500,000	\$ -		\$ 13,500,000	\$ 13,842,130	
END. FUND BALANCE																			\$ 15,018,200	\$ (411,100)		\$ 6,940,186	\$ 9,748,833	

- {1} The City of Hood River is reimbursing the Port for sewer and/or stormwater easements behind Big 7 - this line also includes the roundabout planning grant
- {2} Airport T-hangar income is reported when billed in December/January - This year's billing was for six months as we move the T-Hangars to a fiscal year basis (next billing will be for July 1, 2026 to June 30, 2027)
- {3} The majority of Marina Moorage revenue is recognized when billed in December
- {4} The majority of Waterfront Recreation revenue is received in late spring/early summer
- {5} The General Fund's portion of the "PERS Buydown" that occurred in August
- {6} A transfer is budgeted to help fund the Foundation's plan for launching the license plate program

PORT OF HOOD RIVER

FY26 COMMERCIAL PROPERTIES DEPT. BY BUILDING - BUDGET VS ACTUAL

For the period ending April 30, 2026 (83.33%)

		Marina West			Marina East			Port Office Building			Marina Basin Commercial Redev {1}			TOTAL COMM. PROPERTIES		
		BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%
REVENUE																
	Operating	\$ 51,000	\$ 28,159	55%	\$ 52,700	\$ 14,156	27%	\$ 166,000	\$ 138,333	83%	\$ -	\$ -	NA	\$ 269,700	\$ 180,648	67%
	Non-operating:					\$ -										
	Grants, interest, other income			NA			NA	\$ 500,000		0%	\$ -		NA	\$ 500,000	\$ -	0%
	TOTAL	\$ 51,000	\$ 28,159	55%	\$ 52,700	\$ 14,156	27%	\$ 666,000	\$ 138,333	21%	\$ -	\$ -	NA	\$ 769,700	\$ 180,648	23%
EXPENSES																
	Operating															
	Personal Services	\$ 2,615	\$ 2,535	97%	\$ 2,615	\$ 2,535	97%	\$ 2,615	\$ 2,535	97%	\$ -	\$ -	NA	\$ 7,845	\$ 7,606	97%
	Materials & Services	\$ 50,900	\$ 31,154	61%	\$ 51,200	\$ 24,744	48%	\$ 33,800	\$ 30,564	90%	\$ -	\$ -	NA	\$ 135,900	\$ 86,462	64%
	Internal Services (Admin/OH)	\$ 65,653	\$ 41,087	63%	\$ 49,429	\$ 33,995	69%	\$ 146,767	\$ 162,108	110%	\$ -	\$ 8,848	NA	\$ 261,849	\$ 246,039	94%
	Subtotal	\$ 119,168	\$ 74,777	63%	\$ 103,244	\$ 61,274	59%	\$ 183,182	\$ 195,208	107%	\$ -	\$ 8,848	NA	\$ 405,594	\$ 340,106	84%
	Non-Operating															
	Capital Outlay	\$ 20,000	\$ -	0%	\$ 10,000	\$ -	0%	\$ 500,000	\$ -	0%	\$ -	\$ 5,314	NA	\$ 530,000	\$ 5,314	1%
	Subtotal	\$ 20,000	\$ -	0%	\$ 10,000	\$ -	0%	\$ 500,000	\$ -	0%	\$ -	\$ 5,314	NA	\$ 530,000	\$ 5,314	1%
	TOTAL	\$ 139,168	\$ 74,777	54%	\$ 113,244	\$ 61,274	54%	\$ 683,182	\$ 195,208	29%	\$ -	\$ 14,162	NA	\$ 935,594	\$ 345,420	37%
NET INCOME																
	Operating	\$ (68,168)	\$ (46,618)		\$ (50,544)	\$ (47,118)		\$ (17,182)	\$ (56,874)		\$ -	\$ (8,848)		\$ (135,894)	\$ (159,458)	
	Non-Operating	\$ (20,000)	\$ -		\$ (10,000)	\$ -		\$ -	\$ -		\$ -	\$ (5,314)		\$ (30,000)	\$ (5,314)	
	TOTAL	\$ (88,168)	\$ (46,618)		\$ (60,544)	\$ (47,118)		\$ (17,182)	\$ (56,874)		\$ -	\$ (14,162)		\$ (165,894)	\$ (164,772)	

{1} This is a new department to track redevelopment of the property under the Marina East & West buildings.

PORT OF HOOD RIVER

FY26 MARINA BASIN DEPT. BY AREA - BUDGET VS ACTUAL

For the period ending April 30, 2026 (83.33%)

	Marina Moorage			Boat Launch			Jetty Cruise Ship Dock			Seasonal Dock			Marina Green			TOTAL MARINA BASIN				
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%		
REVENUE																				
Operating	\$ 409,500	\$ 453,436	111%	{1}	\$ -	\$ 5,531	NA	\$ 19,700	\$ 24,047	122%				\$ 20,700	\$ 23,619	114%	\$ 449,900	\$ 506,634	113%	
Non-operating																				
Grants, interest, other income	\$ 20,000	\$ 1,200	6%		\$ 7,000	\$ -	0%					\$ 20,500	\$ -	0%	NA		\$ 47,500	\$ 1,200	3%	
TOTAL	\$ 429,500	\$ 454,636	106%		\$ 7,000	\$ 5,531	79%	\$ 19,700	\$ 24,047	122%		\$ 20,500	\$ -	0%	\$ 20,700	\$ 23,619	114%	\$ 497,400	\$ 507,834	102%
EXPENSES																				
Operating																				
Personal Services	\$ 80,000	\$ 89,309	112%											\$ 65,196	\$ 40,707	62%	\$ 145,196	\$ 130,016	90%	
Materials & Services	\$ 111,000	\$ 57,129	51%		\$ 6,000	\$ 3,668	61%	\$ 5,500	\$ 5,855	106%	\$ 2,000	\$ -	0%	\$ 46,750	\$ 25,941	55%	\$ 171,250	\$ 92,593	54%	
Internal Services (Admin/OH)	\$ 169,333	\$ 130,544	77%		\$ 673	\$ 516	77%	\$ 261	\$ 205	78%	\$ -	\$ -		\$ 373,173	\$ 81,657	22%	\$ 543,440	\$ 212,922	39%	
Debt Service	\$ 95,000	\$ 64,655	68%													NA	\$ 95,000	\$ 64,655	68%	
Subtotal	\$ 455,333	\$ 341,638	75%		\$ 6,673	\$ 4,184	63%	\$ 5,761	\$ 6,059	105%	\$ 2,000	\$ -	0%	\$ 485,119	\$ 148,305	31%	\$ 954,886	\$ 500,186	52%	
Non-Operating																				
Capital Outlay	\$ 20,000	\$ -	0%											\$ 10,000	\$ -	0%	\$ 30,000	\$ -	0%	
Subtotal	\$ 20,000	\$ -	0%		\$ -	\$ -	NA	\$ -	\$ -	NA	\$ -	\$ -		\$ 10,000	\$ -	0%	\$ 30,000	\$ -	0%	
TOTAL	\$ 475,333	\$ 341,638	72%		\$ 6,673	\$ 4,184	63%	\$ 5,761	\$ 6,059	105%	\$ 2,000	\$ -	0%	\$ 495,119	\$ 148,305	30%	\$ 984,886	\$ 500,186	51%	
NET INCOME																				
Operating	\$ (45,833)	\$ 111,799			\$ (6,673)	\$ 1,347		\$ 13,939	\$ 17,988		\$ (2,000)	\$ -		\$ (464,419)	\$ (124,686)		\$ (504,986)	\$ 6,448		
Non-Operating	\$ -	\$ 1,200			\$ 7,000	\$ -		\$ -	\$ -		\$ 20,500	\$ -		\$ (10,000)	\$ -		\$ 17,500	\$ 1,200		
TOTAL	\$ (45,833)	\$ 112,999			\$ 327	\$ 1,347		\$ 13,939	\$ 17,988		\$ 18,500	\$ -		\$ (474,419)	\$ (124,686)		\$ (487,486)	\$ 7,648		

{1} The majority of Marina Moorage revenue is recognized when billed in December

PORT OF HOOD RIVER

FY26 WATERFRONT RECREATION DEPT. BY SITE - BUDGET VS ACTUAL

For the period ending April 30, 2026 (83.33%)

	Event Site			Nichols Basin			Hook			Spit			Trails & Footbridge			Total Waterfront Properties		
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%
REVENUE																		
Operating	\$ 20,000	\$ 35,235	176%	\$ 5,000	\$ 6,736	135%	\$ 8,000	\$ 8,472	106%	\$ 3,500	\$ 4,096	117%				\$ 36,500	\$ 54,539	149%
Non-operating:																		
Grants, interest, other income	\$ 91,000	\$ 3,000	3%	\$ 20,000	\$ -	0%			NA				\$ -	\$ 10,005		\$ 111,000	\$ 13,005	12%
TOTAL	\$ 111,000	\$ 38,235	34%	\$ 25,000	\$ 6,736	27%	\$ 8,000	\$ 8,472	106%	\$ 3,500	\$ 4,096	117%	\$ -	\$ 10,005	NA	\$ 147,500	\$ 67,544	46%
EXPENSES																		
Operating																		
Personal Services	\$ 42,460	\$ 35,723	84%	\$ 8,360	\$ 3,969	47%	\$ 8,360	\$ 4,000	48%	\$ 8,360	\$ 3,969	47%	\$ -	\$ -		\$ 67,540	\$ 47,663	71%
Materials & Services	\$ 114,000	\$ 49,374	43%	\$ 27,000	\$ 18,681	69%	\$ 15,500	\$ 5,351	35%	\$ 22,500	\$ 6,038	27%	\$ 5,500	\$ 11,609	211% {1}	\$ 184,500	\$ 91,054	49%
Internal Services (Admin/OH)	\$ 164,984	\$ 194,508	118%	\$ 71,362	\$ 121,806	171%	\$ 37,928	\$ 35,478	94%	\$ 38,825	\$ 39,807	103%				\$ 313,099	\$ 391,599	125% {2}
Subtotal	\$ 321,444	\$ 279,606	87%	\$ 106,722	\$ 144,456	135%	\$ 61,788	\$ 44,829	73%	\$ 69,685	\$ 49,815	71%	\$ 5,500	\$ 11,609	211%	\$ 565,139	\$ 530,315	94%
Non-Operating																		
Capital Outlay	\$ 115,000	\$ -	0%	\$ 120,000	\$ -	0%	\$ -	\$ -	NA	\$ -	\$ -		\$ 65,000	\$ -	0%	\$ 300,000	\$ -	0%
Subtotal	\$ 115,000	\$ -	0%	\$ 120,000	\$ -	0%	\$ -	\$ -	NA				\$ 65,000	\$ -	0%	\$ 300,000	\$ -	0%
TOTAL	\$ 436,444	\$ 279,606	64%	\$ 226,722	\$ 144,456	64%	\$ 61,788	\$ 44,829	73%	\$ 69,685	\$ 49,815	71%	\$ 70,500	\$ 11,609	16%	\$ 865,139	\$ 530,315	61%
NET INCOME																		
Operating	\$ (301,444)	\$ (244,371)		\$ (101,722)	\$ (137,720)		\$ (53,788)	\$ (36,357)		\$ (66,185)	\$ (45,719)		\$ (5,500)	\$ (11,609)		\$ (528,639)	\$ (475,776)	
Non-Operating	\$ (24,000)	\$ 3,000		\$ (100,000)	\$ -		\$ -	\$ -		\$ -	\$ -		\$ (65,000)	\$ 10,005		\$ (189,000)	\$ 13,005	
TOTAL	\$ (325,444)	\$ (241,371)		\$ (201,722)	\$ (137,720)		\$ (53,788)	\$ (36,357)		\$ (66,185)	\$ (45,719)		\$ (70,500)	\$ (1,605)		\$ (717,639)	\$ (462,772)	

- {1} This includes cleanup on the Indian Creek Trail. Although it is overbudget for the line item it does not affect the overall General Fund budget because the amount is so small compared to other operational budgets.
- {2} Significant effort has gone into keeping the waterfront maintained. The Director of the Asset Management Department has contracted with a landscaping company that will hopefully save the Port some money.

PORT OF HOOD RIVER
 FY26 ADMINISTRATION FUND ANALYSIS BY DEPARTMENT - BUDGET VS ACTUAL
 For the period ending April 30, 2026 (83.33%)

	Executive/Contracting			Communications/IT			Finance/General Office			Human Resources/Payroll			Insurance/Risk/Safety			Asset Management/Maint			Capital Development			Non-Departmental			TOTAL ADMINISTRATION FUND			
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	
REVENUE																												
Operating	\$ 668,822	\$ 428,094	64%	\$ 221,450	\$ 132,403	60%	\$ 858,578	\$ 755,927	88%	\$ 252,650	\$ 141,997	56%	\$ 193,000	\$ 146,544	76%	\$ 1,344,580	\$ 889,956	66%	\$ 165,720	\$ 42,593	26%	\$ 55,000	\$ 42,985	78% {1}	\$ 3,759,800	\$ 2,580,498	69%	
Non-operating:																												
Grants, interest, other income	\$ 50,000	\$ -	0%						NA	\$ 300,000	\$ 300,000	NA	{2}					\$ -	\$ -	NA	\$ 550,000	\$ 787	0%	\$ 900,000	\$ 307,226	34%		
Transfers In	\$ -		NA						NA	\$ 1,200,000	\$ 1,200,000	100%	{3}											\$ 1,200,000	\$ 1,200,000	100%		
TOTAL	\$ 718,822	\$ 428,094	60%	\$ 221,450	\$ 132,403	60%	\$ 858,578	\$ 755,927	88%	\$ 1,752,650	\$ 1,641,997	94%		\$ 193,000	\$ 146,544	76%	\$ 1,344,580	\$ 896,396	67%	\$ 165,720	\$ 42,593	26%	\$ 605,000	\$ 43,772	7%	\$ 5,859,800	\$ 4,087,725	70%
EXPENSES																												
Operating																												
Personal Services	\$ 398,100	\$ 321,564	81%	\$ 39,050	\$ 23,862	61%	\$ 555,150	\$ 476,820	86%	\$ 179,650	\$ 94,491	53%	\$ -	\$ -	NA	\$ 1,151,280	\$ 830,503	72%	\$ 155,720	\$ 48,550	31%				\$ 2,478,950	\$ 1,795,792	72%	
Materials & Services	\$ 340,150	\$ 123,924	36%	\$ 182,400	\$ 108,478	59%	\$ 339,000	\$ 279,684	83%	\$ 73,000	\$ 47,500	65%	\$ 193,000	\$ 146,425	76%	\$ 108,300	\$ 65,065	60%	\$ 10,000	\$ -	0%				\$ 1,245,850	\$ 771,075	62%	
Subtotal	\$ 738,250	\$ 445,488	60%	\$ 221,450	\$ 132,340	60%	\$ 894,150	\$ 756,504	85%	\$ 252,650	\$ 141,991	56%	\$ 193,000	\$ 146,425	76%	\$ 1,259,580	\$ 895,568	71%	\$ 165,720	\$ 48,550	29%	\$ -	\$ -	NA	\$ 3,724,800	\$ 2,566,866	69%	
Non-Operating																												
Capital Outlay							\$ 10,000	\$ 10,000	100%						NA	\$ 85,000	\$ -	0%	\$ -	\$ -	NA				\$ 95,000	\$ 10,000	11%	
Contingency															NA				\$ -	\$ -		\$ 540,000	\$ -	0%	\$ 540,000	\$ -	0%	
Other										\$ 1,500,000	\$ 1,500,000	100%	{4}												\$ 1,500,000	\$ 1,500,000	100%	
Subtotal	\$ -	\$ -	NA	\$ -	\$ -	NA	\$ 10,000	\$ 10,000	NA	\$ 1,500,000	\$ 1,500,000	100%		\$ -	\$ -	NA	\$ 85,000	\$ -	0%	\$ -	\$ -	#DIV/0!	\$ 540,000	\$ -	NA	\$ 2,135,000	\$ 1,510,000	71%
TOTAL	\$ 738,250	\$ 445,488	60%	\$ 221,450	\$ 132,340	60%	\$ 904,150	\$ 766,504	85%	\$ 1,752,650	\$ 1,641,991	94%		\$ 193,000	\$ 146,425	76%	\$ 1,344,580	\$ 895,568	67%	\$ 165,720	\$ 48,550	29%	\$ 540,000	\$ -	NA	\$ 5,859,800	\$ 4,076,866	70%
NET INCOME																												
Operating	\$ (69,428)	\$ (17,395)		\$ -	\$ 63		\$ (35,572)	\$ (577)		\$ -	\$ 6		\$ -	\$ 119		\$ 85,000	\$ (5,612)		\$ -	\$ (5,957)		\$ 55,000	\$ 42,985		\$ 35,000	\$ 13,632		
Non-Operating	\$ 50,000	\$ -		\$ -	\$ -		\$ (10,000)	\$ (10,000)		\$ -	\$ -		\$ -	\$ -		\$ (85,000)	\$ 6,440		\$ -	\$ -		\$ 10,000	\$ 787		\$ (35,000)	\$ (2,774)		
TOTAL	\$ (19,428)	\$ (17,395)		\$ -	\$ 63		\$ (45,572)	\$ (10,577)		\$ -	\$ 6		\$ -	\$ 119		\$ -	\$ 828		\$ -	\$ (5,957)		\$ 65,000	\$ 43,772		\$ -	\$ 10,858		

{1} This is for payments received from the Bridge Authority for administrative services
 {2} State contribution for PERS side account
 {3} Port contribution for PERS side account; transfers in from General Fund and Bridge Operations Fund
 {4} Actual payment to PERS

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Port of Hood River
 Capital Outlay
 Fiscal year to date 4/30/2026

10-3110-58001	Halyard Capital Outlay	
Post Date	Description	Amount
01/21/2026	Port Paid for 1/2 of New Door	12,917.45
10-3120-58001	Jensen Capital Outlay	
Post Date	Description	Amount
01/07/2026	Jensen Roof - Planning	7,576.00
10-3160-58001	Wasco Court Capital Outlay	
Post Date	Description	Amount
Various	200 Wasco Court Purchase	1,231,680.20
10-3210-58001	Waterfront Trans-Dev Capital Outlay	
Post Date	Description	Amount
Various	Roundabout Project	429,662.38
10-3330-58001	Marina Basin Comm Prop Capital Outlay	
Post Date	Description	Amount
02/12/2026	RFDI Development	5,314.00
10-4100-58001	Airport Capital Outlay	
Post Date	Description	Amount
Various	Airport Hangars	545,914.61
Various	Turf Taxilane	88,719.56
Various	AWOS	4,232.50
Various	Terminal Building Design	3,190.72
10-8000-58001	Parking Capital Outlay	
Post Date	Description	Amount
Various	New Parking Lots	1,209,539.84
Total Fund: 10 - General Fund:		3,538,747.26
Fund: 21 - Bridge Replacement Fund		
21-2800-58001	Bridge Replacement	
Post Date	Description	Amount
Various	ARPA Expenditures	507,797.61
Total Fund: 21 - Bridge Replacement Fund:		507,797.61
Fund: 60 - Admin Fund		
60-1300-58001	Finance Department	
Post Date	Description	Amount
02/12/2026	Office New Printer	10,000.00
Total Fund: 60 - Admin Fund:		10,000.00
Total Capital Outlay		<u>4,056,544.87</u>

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Commission Memo

Prepared by: Megan Channell, Director of Capital
Development & Planning
Date: June 16, 2026
Re: Define Next Steps for Marina East/West
Request for Developer Interest



The Port issued a Request for Developer Interest (RFDI) for the Marina East and Marina West properties on February 19, 2026. The purpose of the RFDI was to serve as a non-binding, exploratory process to better understand market interest, potential development concepts and approaches that could support the Port’s objectives for the properties.

The Port received one response by the April 23, 2026 submission deadline. The response was submitted by a combined developer-architect team consisting of CMLK Development and GBD Architects. The submittal includes three conceptual development approaches for the properties: (1) a hotel project; (2) a public market and event space; and (3) a hybrid concept combining a small hotel, public food hall, event space and public wellness commons.

Staff completed an initial review of the response and found the concepts to be generally aligned with the objectives identified in the RFDI.

At the May 19th Commission meeting, the Commission identified Commissioner Sheppard and Commissioner Chapman to serve on an interview panel, should the Commission choose to proceed with further discussion or an interview as part of the RFDI process.

As the RFDI was intended to be an exploratory process rather than a formal procurement, the Port is not obligated to proceed with any future development solicitation, negotiation, or project. However, the response provides information that may help inform future planning and redevelopment discussions for the Marina East and Marina West properties.

Staff is seeking Commission direction regarding how the Port should proceed with the RFDI process. Potential options include:

- Direct the interview panel to conduct an interview with the respondent to further explore the concepts presented in the submittal and bring recommendations regarding potential next steps back to the Commission.
- Authorize staff to enter into further discussions with the respondent regarding development concepts and feasibility
- Conclude the RFDI process with no further action at this time

RECOMMENDATION: Discussion

ATTACHMENTS: Marina East and West RFDI Response – CMLK Development and GBD Architects

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Marina EW Development

CMLK DEVELOPMENT

APRIL 2026

TO: Megan Channell, Director of Capital
Development and Planning
Port of Hood River
1000 E. Port Marina Drive
Hood River, Oregon 97031



MARINA EW DEVELOPMENT

REQUEST FOR DEVELOPER INTEREST



DEAR MS. CHANNELL AND PORT COMMISSIONERS,

Thank you for reviewing our Marina EW Development proposal. Having developed and operated mixed-use real estate in the Gorge for fifteen years, we understand the critical role of waterfront land in supporting local businesses, enabling meaningful public access to the river, and contributing to the region's long-term economic vitality.

Our intention with this submission is to present an open-ended set of options that we respectfully hope can lead to a formal relationship with the Port and an iterative development process. Given the significance of this land, we do not believe any single submission represents a final idea. Rather, we see this as the beginning of a dialogue around the highest and best use of the site, one that aligns with Port goals while delivering clear and lasting public value.

We recognize that these properties currently operate at a net loss to the Port, and that the current leases expire December 31, 2026. The timing creates an opportunity to transition from a cost center to a revenue-generating, publicly beneficial waterfront asset. The public priorities reflected in the Port's community survey – improved public access, walkability, recreation, and marina services – are embedded in each of our concepts.

To that end, we have prepared conceptual analyses for three potential program directions; in all cases the land fronting the water is enlarged to create a pedestrian promenade / boardwalk:

- (1) A hotel project; upper-midscale, full-service development;
- (2) A public market and event space, to explore commissioner interest in this model, informed by precedent projects such as the Port of Kalama; and
- (3) A hybrid approach combining a small hotel with a public food hall and event space, along with an added public wellness commons.

Our preferred direction is Option (3). While this approach does not generate the highest potential land-lease revenue to the Port, we believe it best balances the Port's stated goals and mandates with a civic-minded outcome that maximizes public benefit and long-term community value.

We understand that this is an exploratory, non-binding step. We are fully open to advancing any future work at a pace that makes sense for the Port, particularly in light of its current and evolving financial context.

Sincerely,

Claudia Munk-von Flotow
President, CMLK Development
claudia@cmlkdevelopment.com
(541) 490-9612

PREPARED BY:
CMLK DEVELOPMENT

DATE:
APRIL 2026

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Three Concepts - One Common Feature

The Marina EW site is a rare public waterfront asset where the Port must balance economic development with meaningful public access to the Columbia River. The central challenge is identifying a development program that supports long-term financial sustainability while strengthening the waterfront as a safe, active pedestrian and bicycle destination.

Rather than advancing a single predetermined plan, we developed three concept-level scenarios to frame a collaborative discussion around the site's highest and best use: a hotel, a public market and event space, and a hybrid hotel-market-wellness concept.



In each scenario, the development is organized around an expanded waterfront promenade that anchors the project and reinforces the riverfront as an accessible, vibrant public space. All three concepts are sited within the 2.6-acre Section 6(f) exclusion area as defined by Port Ordinance No. 29 (July 2025), which permits commercial development while affirming the importance of public access and recreation for the broader Marina Basin.



Conceptual rendering illustrating the character of a waterfront promenade. Actual site conditions include a significant slope between the promenade and the water.

Concept 1. Hotel & Boardwalk

~110 ROOMS | 4 STORIES | ~115 PARKING SPACES | RESTAURANT | BOARDWALK | PUBLIC ACCESS TO SLIP

DEVELOPMENT CONCEPT	ALIGNMENT WITH PORT OBJECTIVES	FINANCIAL & BUSINESS APPROACH												
<p>Vision. A compact hotel set back from the water, fronting a wide public promenade activated by a ground-floor restaurant and public access to the marina slip. The hotel generates the revenue that makes the initial boardwalk and waterfront improvements financially viable. Once constructed, the boardwalk would function as public infrastructure, with ongoing maintenance addressed through the ground lease or a shared maintenance agreement with the Port.</p> <p>Waterfront relationship. The building is set back from the waterline at the northern edge of the development envelope, facing the marina basin. The boardwalk occupies the space between the building and the water's edge, connecting to the existing waterfront trail and preserving Marina Green as protected open space.</p>	<ul style="list-style-type: none"> • <i>Positive net income for the Port</i> - replaces the current \$107,570 annual operating loss with \$88K-\$125K in ground rent • <i>Highest revenue to the Port</i> - generates the largest ground rent and NOI of the three concepts • <i>Waterfront activation</i> - ground-floor restaurant creates foot traffic along the boardwalk; new transient moorage and kayak/SUP launch points add water-side use without displacing existing slip holders • <i>Scale of private investment</i> - private capital deployed on Port land with no public funding required 	<p>BUSINESS MODEL</p> <p>Long-term ground lease. Developer owns and operates improvements; Port retains land ownership and receives annual ground rent sized to NOI-support and debt-coverage methodology.</p> <p>CAPITAL INVESTMENT (2029 DOLLARS)</p> <p>\$400,000-\$500,000 per key (including soft costs and site work)</p> <p>Total project cost ~\$44-\$56M</p> <p><i>Assumptions consistent with upper-midscale waterfront properties in comparable Pacific Northwest resort markets.</i></p> <p>REVENUE & GROUND RENT</p> <table border="0" style="width: 100%;"> <tr> <td>Stabilized occupancy</td> <td style="text-align: right;">75%</td> </tr> <tr> <td>Blended ADR (2029 dollars)</td> <td style="text-align: right;">\$215-\$230</td> </tr> <tr> <td>Stabilized gross revenue</td> <td style="text-align: right;">\$7.4-\$8.0M/yr</td> </tr> <tr> <td>Stabilized NOI (before debt + lease)</td> <td style="text-align: right;">\$2.2-\$2.5M</td> </tr> <tr> <td>Ground Rent (2029, stabilized)</td> <td style="text-align: right;">\$88K-\$125K/yr</td> </tr> <tr> <td>Rent as % of NOI (pending underwriting)</td> <td style="text-align: right;">~4-5%</td> </tr> </table> <p>FINANCIAL BACKING</p> <p><i>Financing anticipated through a combination of private equity and construction debt. CMLK has existing relationships with regional lenders and equity partners; formal commitments would be secured following MOU execution and concept selection. No financing is committed at this stage, appropriate given the exploratory nature of the RFDI.</i></p>	Stabilized occupancy	75%	Blended ADR (2029 dollars)	\$215-\$230	Stabilized gross revenue	\$7.4-\$8.0M/yr	Stabilized NOI (before debt + lease)	\$2.2-\$2.5M	Ground Rent (2029, stabilized)	\$88K-\$125K/yr	Rent as % of NOI (pending underwriting)	~4-5%
Stabilized occupancy	75%													
Blended ADR (2029 dollars)	\$215-\$230													
Stabilized gross revenue	\$7.4-\$8.0M/yr													
Stabilized NOI (before debt + lease)	\$2.2-\$2.5M													
Ground Rent (2029, stabilized)	\$88K-\$125K/yr													
Rent as % of NOI (pending underwriting)	~4-5%													
														

Concept 1. Hotel & Boardwalk

PRELIMINARY APPROACH TO PARKING, LOADING, AND SERVICE ACCESS + CONCEPTUAL RENDERING ILLUSTRATING WATERFRONT CHARACTER



Concept 2. Market & Boardwalk

33,000 SF | ~110 PARKING SPACES | PUBLIC MARKET + RESTAURANT | EVENT SPACE | BOARDWALK ACTIVATION

DEVELOPMENT CONCEPT	ALIGNMENT WITH PORT OBJECTIVES	FINANCIAL & BUSINESS APPROACH																																								
<p>Vision. A ground-level public market and food hall with second-floor restaurant and event spaces, organized around a shared courtyard and an expanded boardwalk. The concept is informed by the Mountain Timber Market at the Port of Kalama (~23,000 SF market hall, 2024) and adapted for Hood River's seasonal visitor economy.</p> <p>Waterfront relationship. The building frames a central plaza opening toward the marina basin. The boardwalk extends along the full waterfront edge, connecting to the existing trail and preserving Marina Green as protected open space.</p>	<ul style="list-style-type: none"> • <i>Positive net income for the Port</i> - replaces the current \$107,570 annual operating loss with \$40K-\$65K in ground rent • <i>Highest public activation</i> - market hall, event space, and plaza may generate the most daily foot traffic of the three concepts • <i>Complements marina recreation use</i> - boardwalk-facing vendor stalls, outdoor seating, and event programming serve marina users and trail users directly • <i>Community gathering space</i> - conference rooms and event venues provide year-round civic and commercial function beyond tourism 	<p>BUSINESS MODEL</p> <p>Long-term ground lease. Developer owns and operates improvements; Port retains land ownership and receives annual ground rent sized to NOI-support and debt-coverage methodology.</p> <p>CAPITAL INVESTMENT (2029 DOLLARS)</p> <table border="0"> <tr> <td>Market construction (~33,000 SF)</td> <td style="text-align: right;">\$12-\$14M</td> </tr> <tr> <td colspan="2"><hr/></td> </tr> <tr> <td>\$375-\$425 per SF (hard + soft costs)</td> <td></td> </tr> <tr> <td colspan="2"><hr/></td> </tr> <tr> <td>Total project cost</td> <td style="text-align: right;">~\$12-\$14M</td> </tr> <tr> <td colspan="2"><hr/></td> </tr> <tr> <td colspan="2"><i>Estimates align with publicly reported costs for the Mountain Timber Market at the Port of Kalama (~23,000 SF, 2024), adjusted for regional construction cost escalation and total area.</i></td> </tr> <tr> <td colspan="2">REVENUE & GROUND RENT</td> </tr> <tr> <td colspan="2"><hr/></td> </tr> <tr> <td colspan="2">~11 storefronts + ~24 vendor stalls + courtyard + restaurants + conference rooms</td> </tr> <tr> <td colspan="2"><hr/></td> </tr> <tr> <td>Stabilized occupancy</td> <td style="text-align: right;">90-95% (Year 3+)</td> </tr> <tr> <td>Stabilized gross revenue</td> <td style="text-align: right;">\$2.6-\$3.2M/yr</td> </tr> <tr> <td>Stabilized NOI (before debt + lease)</td> <td style="text-align: right;">\$1.0-\$1.3M</td> </tr> <tr> <td>Ground Rent (2029, stabilized)</td> <td style="text-align: right;">\$40K-\$65K/yr</td> </tr> <tr> <td>Rent as % of NOI (pending underwriting)</td> <td style="text-align: right;">~4-5%</td> </tr> <tr> <td colspan="2"><hr/></td> </tr> <tr> <td colspan="2">FINANCIAL BACKING</td> </tr> <tr> <td colspan="2"><hr/></td> </tr> <tr> <td colspan="2"> <p><i>Market managed by developer during stabilization, with option to transition to dedicated operator. Year-round programming, including event rentals, conference bookings, and a core of local-serving anchor tenants, mitigates seasonal revenue variation. No financing is committed at this stage, appropriate given the exploratory nature of the RFDI.</i></p> </td> </tr> </table>	Market construction (~33,000 SF)	\$12-\$14M	<hr/>		\$375-\$425 per SF (hard + soft costs)		<hr/>		Total project cost	~\$12-\$14M	<hr/>		<i>Estimates align with publicly reported costs for the Mountain Timber Market at the Port of Kalama (~23,000 SF, 2024), adjusted for regional construction cost escalation and total area.</i>		REVENUE & GROUND RENT		<hr/>		~11 storefronts + ~24 vendor stalls + courtyard + restaurants + conference rooms		<hr/>		Stabilized occupancy	90-95% (Year 3+)	Stabilized gross revenue	\$2.6-\$3.2M/yr	Stabilized NOI (before debt + lease)	\$1.0-\$1.3M	Ground Rent (2029, stabilized)	\$40K-\$65K/yr	Rent as % of NOI (pending underwriting)	~4-5%	<hr/>		FINANCIAL BACKING		<hr/>		<p><i>Market managed by developer during stabilization, with option to transition to dedicated operator. Year-round programming, including event rentals, conference bookings, and a core of local-serving anchor tenants, mitigates seasonal revenue variation. No financing is committed at this stage, appropriate given the exploratory nature of the RFDI.</i></p>	
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Concept 2. Market & Boardwalk

PRELIMINARY APPROACH TO PARKING, LOADING, AND SERVICE ACCESS + CONCEPTUAL RENDERING ILLUSTRATING WATERFRONT CHARACTER



Concept 3. Hotel, Market, & Public Recreation ★ PREFERRED CONCEPT | ~80 ROOMS | 3 STORIES | ~100 PARKING SPACES | F&B | SAUNA | GEAR STORAGE | BOARDWALK | SMALL-CRAFT ACCESS

DEVELOPMENT CONCEPT	ALIGNMENT WITH PORT OBJECTIVES	FINANCIAL & BUSINESS APPROACH														
<p>Vision. A hybrid waterfront destination combining an ~80-room hotel with a public food hall, recreation amenities, and a continuous boardwalk. The hotel anchors the economics; the public components (restaurant, sauna, gear storage, small-craft access) anchor the civic value. Revenue is diversified across three streams, reducing single-source risk and creating a project that serves locals and visitors year-round.</p> <p>Waterfront relationship. Buildings are placed at the north edge of the development footprint, facing the marina basin.</p>	<ul style="list-style-type: none"> • <i>Positive net income for the Port</i> - replaces the current \$107,570 annual operating loss with \$60K-\$100K in ground rent • <i>Improved site utility</i> - year-round activation by marina users, trail users, visitors, and locals • <i>Complements marina recreation use</i> - shared water access, gear storage, showers, and trail connectivity serve the people already using the basin • <i>Long-term adaptability</i> - hybrid structure allows phased delivery and programmatic evolution 	<p>BUSINESS MODEL</p> <p>Long-term ground lease. Developer owns and operates improvements; Port retains land ownership and receives annual ground rent sized to NOI-support and debt-coverage methodology.</p> <p>CAPITAL INVESTMENT (2029 DOLLARS)</p> <table border="0"> <tr> <td>Hotel construction (80 keys)</td> <td style="text-align: right;">\$28-\$32M</td> </tr> <tr> <td>Restaurant shell + boardwalk + recreation</td> <td style="text-align: right;">\$8-\$9M</td> </tr> <tr> <td>Total project cost</td> <td style="text-align: right;">~\$36-\$41M</td> </tr> </table> <p>REVENUE & GROUND RENT</p> <table border="0"> <tr> <td>Stabilized gross revenue</td> <td style="text-align: right;">\$5.3-\$5.9M/yr</td> </tr> <tr> <td>Stabilized NOI (before debt + lease)</td> <td style="text-align: right;">\$1.5-\$2.0M</td> </tr> <tr> <td>Ground Rent (2029, stabilized)</td> <td style="text-align: right;">\$60K-\$100K/yr</td> </tr> <tr> <td>Rent as % of NOI (pending underwriting)</td> <td style="text-align: right;">~4-5%</td> </tr> </table> <p>FINANCIAL BACKING</p> <p><i>Financing anticipated through a combination of private equity and construction debt. CMLK has existing relationships with regional lenders and equity partners; formal commitments would be secured following MOU execution and concept selection. No financing is committed at this stage, appropriate given the exploratory nature of the RFDI.</i></p> <p><i>Ground rent is sized at 4-5% of stabilized NOI, consistent with long-term ground lease structures for hospitality and mixed-use developments, which ensures financeability. Revenue assumes 80 keys at ~75% stabilized occupancy and \$215-\$230 ADR, with the balance from F&B, market, and recreation revenue. Hotel per-key cost (~\$350-\$400K) reflects 3-story construction and a reduced amenity program relative to Concept 1's 4-story build.</i></p>	Hotel construction (80 keys)	\$28-\$32M	Restaurant shell + boardwalk + recreation	\$8-\$9M	Total project cost	~\$36-\$41M	Stabilized gross revenue	\$5.3-\$5.9M/yr	Stabilized NOI (before debt + lease)	\$1.5-\$2.0M	Ground Rent (2029, stabilized)	\$60K-\$100K/yr	Rent as % of NOI (pending underwriting)	~4-5%
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Concept 3. Hotel, Market, & Public Recreation

PRELIMINARY APPROACH TO PARKING, LOADING, AND SERVICE ACCESS + CONCEPTUAL RENDERING ILLUSTRATING WATERFRONT CHARACTER



How Each Concept Advances the Port's Priorities

All three scenarios include an expanded boardwalk and continuous public waterfront access. The table below compares how each concept performs against the RFDI's stated priorities, with ground rent, activation, and adaptability summarized at a glance. **Ground rent is initially sized to ensure project feasibility and debt support, with the opportunity to increase over time through structured step-ups or participation in project performance as revenues and NOI stabilize.**

REQUIRED ELEMENT	Hotel & Boardwalk 110 keys · 4 stories GROUND RENT/YR \$88—125K	Market & Boardwalk 33,000 SF GROUND RENT/YR \$40—65K	Hybrid 80 keys + market + rec GROUND RENT/YR \$60—100K PREFERRED
Enhance Financial Sustainability Replace \$107,570 annual operating loss with reliable revenue.	STRONGEST Highest ground rent of the three. Single revenue stream.	LOWEST Lower ground rent but diverse tenants and low capex exposure.	BALANCED Middle ground rent, but multiple revenue streams.
Activate the Waterfront Compatible uses that drive visitor traffic along the promenade.	SEASONAL Restaurant and patios drive tourism traffic; limited daytime draw.	HIGHEST Market hall and events create the most daily foot traffic.	CONTINUOUS Year-round activation from recreation amenities.
Protect & Enhance Public Access Pedestrian circulation and waterfront connectivity.	GOOD Boardwalk expansion; access serves hotel guests + public.	STRONG Plaza-framed design opens to the waterfront promenade.	STRONGEST Integrated water access: gear storage, small-craft launch, showers.
Year-Round Community Benefit Serves locals, marina users, trail users, not just visitors.	TOURISM Primarily serves overnight visitors and restaurant patrons.	COMMUNITY Vendors, events, and seasonal programming.	DUAL-USE Locals + visitors, all seasons. Sauna, gear access, F&B.
Long-Term Adaptability Ability to evolve with market and programmatic change.	FIXED Single-use structure; reposition possible but costly.	FLEXIBLE Vendor mix can evolve without structural change. Lowest capex.	PHASED Components can phase independently.

Team & Relevant Experience

CMLK Development and GBD Architects are submitting this proposal as a combined developer-architect team. This early-stage partnership reflects our shared belief that the best projects are shaped by design thinking and development discipline from the very first conversation.

At this stage of the RFDI process, we have intentionally kept the team lean. If selected to advance, both CMLK and GBD bring established networks that can be assembled quickly around the specific needs of the chosen concept.



Claudia Munk-von Flotow
Project Developer, CMLK
Development



Katherine Schultz, AIA
Project Architect, GBD
Architects



OUTPOST - HOOD RIVER, OREGON

- First mass timber project built under new mixed-use zoning on Hood River's waterfront; developed in partnership with the Port of Hood River
- 35,000 SF phased, mixed-use program merging light industrial maker spaces, a brewery, distillery, co-working, retail, and office uses
- Transformed a former industrial site into an active public destination
- 2021 U.S. Wood Design Award, Commercial Mid-Rise category



YARD - PORTLAND, OREGON

- 21-story mixed-use tower near the Willamette River
- Complex mixed-use program combining 284 residential units, ground-floor retail, office, spa, co-working, and public eco-roof
- Developed in partnership with Prosper Portland
- One of the most technically complex high-rises ever built in Portland, with a 40-foot grade change across the site and foundations straddling a 26-foot municipal wastewater main
- LEED Silver certified



THE SPRINGS AT THE WATERFRONT - VANCOUVER, WASHINGTON

- Mixed-use building on the Columbia River, integrated into a 32-acre master-planned waterfront district alongside parks, restaurants, retail, and hotels
- Designed to front a public riverfront trail and park
- Hospitality-caliber amenity program including multiple dining venues, wellness center, pool, and rooftop terrace
- IIDA 2025 Best in Category; designed to LEED Gold standards



SOUTH WATERFRONT DISTRICT - PORTLAND, OREGON

- Master plan for 130-acre mixed-use district on the Willamette River
- Balanced high-density commercial and residential development with restored riverbank greenway and public trail system
- Multi-phase project requiring coordination across public agencies and private developers
- LEED Neighborhood Development Gold certified

Developer Connection & Community Considerations



DEVELOPER CONNECTION

CMLK Development's office is at the Hood River waterfront. Claudia grew up here - she learned to windsurf in the Hook and to sail in the Marina. She is a mother of four, active in the school district, youth sports, performing arts, 4-H, and a range of regional civic and private organizations.

Through carefully assembled teams, CMLK has developed and operates several hundred thousand square feet of mixed-use real estate in the Gorge, with tenants spanning aerospace, restaurants, and event spaces -- many of whom received early-stage financial support through partnerships with local lenders and equity partners. Across fifteen years of work here, she has built relationships with contractors, engineers, attorneys, and lenders throughout the region.



COMMUNITY CONSIDERATIONS

Hood River's waterfront is already a destination -- the marina, the trail, and the green space draw people here year-round. What this site lacks is the civic infrastructure to support them: food, shelter, wellness amenities, a comfortable place to linger.

Our approach draws on a principle visible along Portland's South Waterfront greenway, Vancouver's waterfront, and across European harbor cities: **the promenade belongs to the public, and private buildings earn their place by activating it, not owning it.**

Concept 3's recreation amenities (gear storage, showers, small-craft access, floating sauna) and restaurant serve the sailors, windsurfers, cyclists, and families who are already here and currently have nowhere to go when they get off the water.

Water access programming (including temporary visitor moorage, kayak and SUP launch points, and coordination with existing slip holders) would be developed in partnership with the Port as part of the ground lease negotiation.

Risk, Phasing, & Questions

Concept 3 preferred -- considerations apply across all three scenarios where noted.

RISK MANAGEMENT

PHASING APPROACH

QUESTIONS & CLARIFICATIONS

RISK	MITIGATION		
Regulatory & LWCF compliance	Early meetings with DSL, Army Corps, and City; development footprint stays within Ordinance No. 29 exclusion area. FEMA FIRM panel 4100880005B verified during due diligence; foundation design meets or exceeds base flood elevation requirements.	<p>1 Pre-Development Due diligence, geotechnical, and environmental review, agency pre-application meetings, concept refinement, MOU negotiation - timed to align with tenant lease expirations December 31, 2026</p>	<p>01 We recognize the proposed ground rent may appear modest for such a prominent waterfront site.</p>
Permitting timeline	Phased entitlement strategy; concept selection informed by regulatory feasibility from the outset.	<p>2 Entitlement City land use approvals, environmental permitting, preliminary design, and site planning; public trail and marina access maintained throughout</p>	<p>This reflects the upfront capital required, operational intensity, and the need to support financing and deliverability. As discussions with lenders and equity partners progress, this initial proposal may evolve.</p>
Construction cost escalation	Conservative underwriting; Concept 3's phased structure allows scope adjustment without abandoning the program.	<p>3 Construction Sequenced to protect public access and marina operations; targeted 2028-2029 delivery aligned with pro forma assumptions</p>	<p>How does the Port view this approach, and would it be open to step-ups, percentage rent, or participation structures that allow ground rent to increase over time while maintaining feasibility?</p>
Financing	Ground lease sized to maintain debt-service coverage; diversified revenue streams in Concept 3 reduce single-source risk.	<p>4 Stabilization Financial assumptions indexed to 2029 opening; ground rent obligations commence at stabilization per lease terms</p>	<p>02 What flexibility exists for temporary or interim use of the sites during the entitlement and pre-construction period?</p>
Construction disruption	Sequenced construction to protect trail access and marina operations; public access commitments in development agreement.		
Bridge replacement uncertainty	The Port has confirmed that the Marina EW sites are independent of the Bridge Replacement Project and that bridge staging areas do not affect either property (Fall Planning, Nov. 2025). Site layout accommodates interim traffic conditions near Exit 64.	<p><i>Concept 3's hybrid structure allows components to phase independently. Boardwalk and recreation amenities could precede hotel construction if financing or permitting timelines require it.</i></p>	

Port Alignment & Path Forward

Concept 3 aligns with the Port's stated priorities for public access, marina support, financial stability, and year-round community benefit. We recommend anchoring the process to the December 31, 2026 lease expiry.

ALIGNMENT WITH PORT PRIORITIES

PUBLIC BENEFIT & ACTIVATION

Expanded boardwalk and promenade across all concepts. Concept 3 adds year-round activation regardless of hotel occupancy.

PORT FINANCIAL TRANSITION

With bridge toll revenue redirected July 1, 2026, the ground lease converts the current \$107,570 annual operating loss into inflation-indexed revenue. Concept 3 supports ~60-80 permanent jobs and consistent year-round foot traffic.

MARINA-SUPPORTIVE PROGRAM

Gear storage, showers, small-craft access, and a waterfront restaurant complement existing marina operations. Parking and service access separated from the pedestrian promenade.

PROCESS & TIMELINE

MAY-DECEMBER 2026

DUE DILIGENCE & MOU EXECUTION

Concept review with commissioners; joint due diligence scoping (geotech, utilities, traffic, DSL/Army Corps); non-binding MOU before lease expiry.

2027

ENTITLEMENT & LEASE

Land use approvals, environmental permitting, preliminary design (Q1-Q2); executed ground lease with public-access commitments (Mid-2027).

LATE 2028-2029

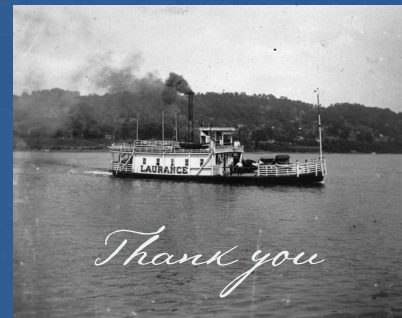
CONSTRUCTION & OPENING

Contractor selection, financing close, permitting sequenced to protect marina operations; 2029 stabilized opening.

ON THE \$900K LEASE REVENUE ESTIMATE

The \$900K estimate appears to contemplate a scenario in which the Port funds construction directly.

Port staff estimated in November 2025 that new land leases could generate ~\$900,000 annually, a scenario in which the Port captures full rental income from finished commercial space and funds construction itself. Under the proposed ground lease, the developer assumes all capital, construction risk, and operating risk. Rent plus CPI indexing and revenue participation may reflect a more appropriate return to the Port for its land contribution while a private partner contributes capital.



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Commission Memo

Prepared by: Amanda Rose, Director of Real Estate
Date: June 16, 2026
Re: 2026 Bridge Deck Welding Project



The attached presentation provides a summary of the 2026 bridge deck welding project completed during the periods of May 4–8 and May 11–15, 2026. The work focused on targeted deck repairs and preventative maintenance to address identified weld deficiencies and extend the service life of the bridge deck. The project was completed safely, efficiently, and in accordance with the planned schedule. Through strong coordination between Port staff and project partners, the welding operations were successfully executed with minimal disruption to bridge users. Overall, the project achieved its intended objectives and represents an important investment in maintaining the long-term reliability and safety of the bridge infrastructure.

RECOMMENDATION:

None.

ATTACHMENTS:

Presentation

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1

MEET “BRIDGETTE”

- The name Bridgette comes from Irish origins meaning *strength* or *exalted one*.
- “Bridgette” represents not only the structure itself, but the continued effort to maintain, and care for this important community asset until the Bridge Replacement project is successful.



2

CONTRACTOR AND TEAM

- Bulldog Welding has been a trusted Port partner for many years, providing valuable expertise that contributed to the project's success.
- 4 welders were contracted based on project cost and efficiency planning.
- Port facilities staff also supported this project by doing the flagging, traffic control, and marking the deck fractures for the welders.



3

TRAFFIC CONTROL

- Single lane closures throughout the day for the dates of May 4 –8 and May 11 - 15.
- Traffic controlled by certified flaggers.
- Warning signs and message boards deployed.
- Active monitoring for unsafe driver behavior.
- Flaggers rotated on schedule to reduce fatigue and prevent burnout.



4

ENFORCEMENT

Enforcement focused on the following:

- Speeding
- U-turns
- Exiting vehicles
- Failure to follow traffic control instructions
- Other unsafe actions

Multiple violations have occurred under Port Ordinance No. 30. Citations issued by the Port have been paid. Class A violations carry a presumptive fine of \$440, with fines up to \$2,000.



5



SAFETY FIRST: PROTECTING WORKERS AND THE PUBLIC

- Communication and coordination
 - Two dedicated radio channels: flaggers and operations (supervisors, welders, and leads)
 - Real-time communication enabled quick response to traffic changes.
- Daily meetings aligned work plans and safety expectations.
- Safety issues were addressed immediately through established channels.

6

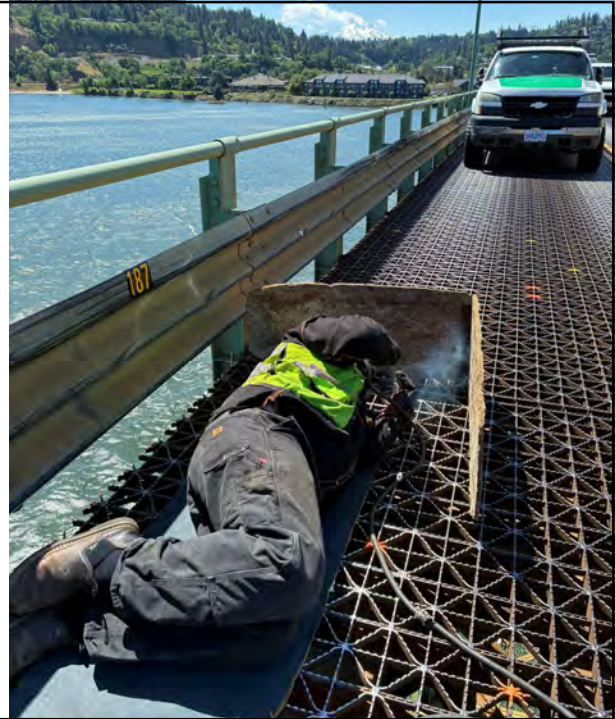
WELDING FACTS

Why does welding need to happen?

- Traffic throughout the year damages the decking.
- Speed and vehicle weights contribute to deck damage.

Type of Welds:

- Spider Welds
 - Distribute loads and stress across larger area.
 - Reduce the likelihood of future fractures.
- Spot Welds
 - Allows the grate to maintain flexibility under traffic loads.
 - Repeated traffic loading can eventually cause welds to fracture.



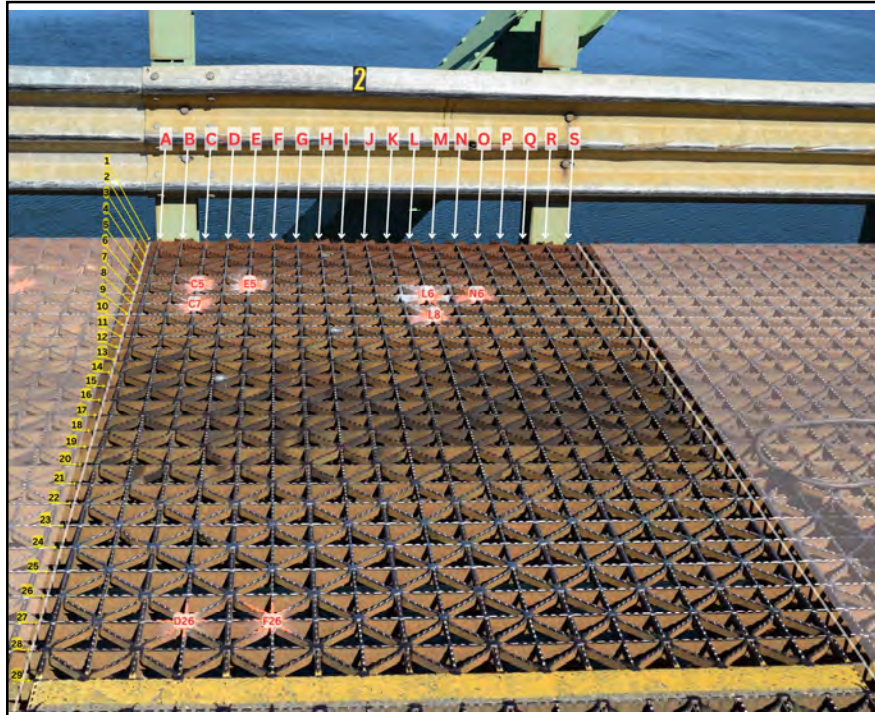
7

WELD TRACKING & DOCUMENTATION SYSTEM

- All 604 grates were numbered.
- Lift span is one continuous grate and staff divided it into 17 sections for tracking purposes.
- Guardrail numbering improves incident reporting by enabling precise location identification and faster response.
- Implemented an alphanumeric system to track and document each weld by grate.



8



ALPHA NUMERIC TRACKING SYSTEM

- This system will help us better track the location of the each of the welds per grate.

9

WHITE OUT PROJECT AND TRACKING DECK FRACTURES



PROJECT STARTED
DURING THE NIGHT
CLOSURE OF 5/29.



DOCUMENT
CURRENT DECK
FRACTURES ON THE
NORTH SIDE OF THE
LIFT SPAN



PURPOSE OF THIS
PROJECT IS TO
DOCUMENT
ONGOING CHANGES
AND EVOLUTION OF
UNWELDED
FRACTURES ON THE
NORTH SIDE OF THE
LIFT SPAN AS OF
6/1/2026.

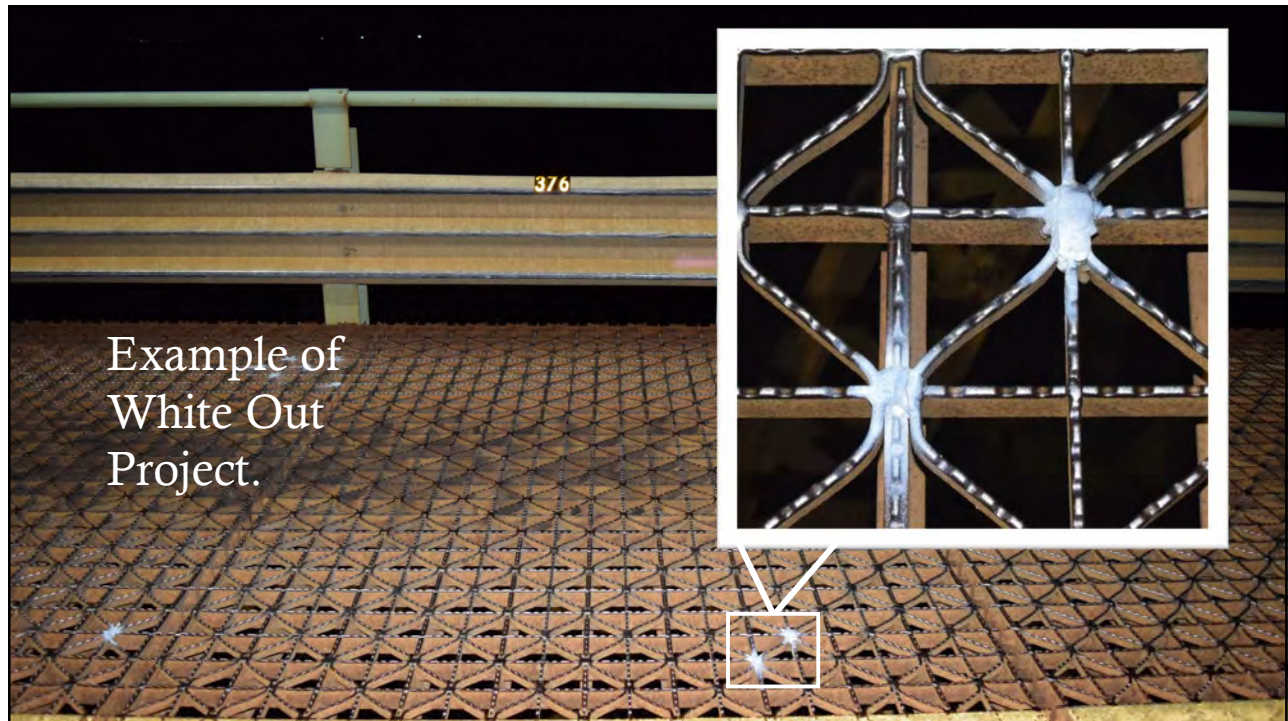


10

TYPES OF FRACTURES



11



12

CHALLENGES AND SOLUTIONS

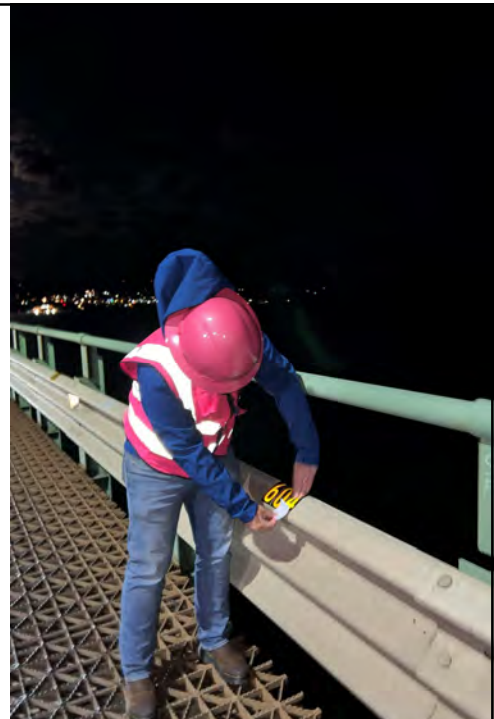
- Traffic flow management
 - Total of 4 stalled vehicles through the whole project.
 - Guzman Bothers responded to a call and towed away one of the stalled vehicles.
 - For this incident, traffic started backing up to SR14 and I84, and the decision was made to open earlier to allow traffic to flow.
 - Reports of a damaged guardrail on the SB lane marker 107-109. Damage was caused by a vehicle and reported by a constituent.
 - Port staff coordinated and did emergency repair on damaged guardrail during the welding.
-



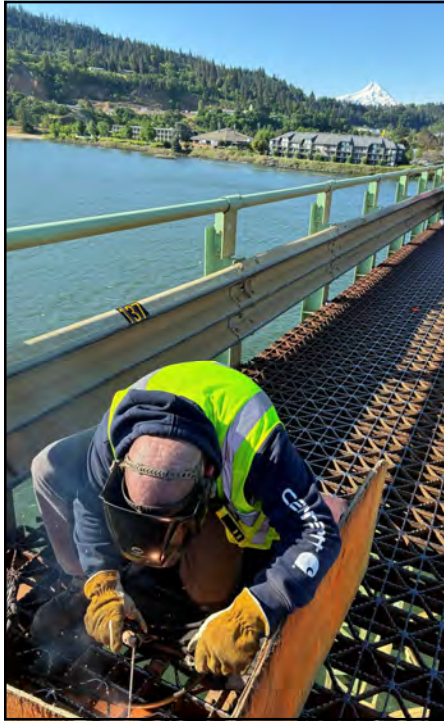
13

RESULTS & ACCOMPLISHMENTS

- Weld repairs completed
 - Southbound Lane – 1,216
 - Northbound Lane – 1,377
- Tracking system implemented
 - Total 604 decks numbered for each lane
- Improved maintenance documentation.
- Enhanced ability to monitor future issues.
- ODOT completed bi-annual deck inspection during night closure.
- Enhanced ability to monitor future success of each weld.



14



RECOMMENDATIONS

- Better signage for work zone.
 - Pilot vehicles for traffic control.
 - Work closely with WSDOT & ODOT for traffic control on both sides of the bridge.
 - Explore the option of night closures for future welding projects.
-

15



BIG THANK YOU TO THE CREW!

The success of this project was built on teamwork, communication, and a shared commitment to safety.

16

QUESTIONS?



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Commission Memo

Prepared by: Megan Channell, Director of Capital Development & Planning
Date: June 16, 2026
Re: Anchor Way Parking Lot: Rate Setting for Leased Parking Spaces



At the May 2026 Commission meeting, the Commission directed staff to evaluate the potential for a pilot program to lease a portion of parking spaces at the new Anchor Way parking lot. This item focuses especially on establishing a potential monthly parking lease rate for any future parking lease pilot program. Staff's evaluation of a program for locals, including policy considerations regarding eligibility and the definition of "local" is addressed separately in the Executive Director's Report.

The Anchor Way parking lot has 59 spaces and currently operates under the Port's standard paid parking program, which charges \$2.75 per hour with a daily maximum rate of \$15. Paid parking is enforced 8:00am – 6:00pm 7 days a week, and no overnight parking is currently permitted.

Anchor Way Parking Lot:



To evaluate a potential monthly parking lease rate, staff analyzed parking utilization and revenue performance across the Port's existing paid parking program and all waterfront and marina parking lots (excluding the Maritime and Anchor Way lots, as they were not built in 2025, and excluding Lot 1 as it is primarily used for event parking overflow). During the 2025 peak parking season (June 1 – September 30, 2025), Port parking revenues represented approximately 25% of the maximum revenue that could have been generated if all parking spaces were occupied and paid the maximum daily rate each day. Staff used a 25% occupancy assumption as a conservative benchmark for evaluating annual lease rates.

Based on this assumption, a public parking space generates approximately \$1,400 in annual parking revenue, equivalent to \$117 per month. Parking demand declines during the non-peak season, resulting in lower annual average utilization. An annual lease rate exceeding

\$1,400 per space per year would be expected to generate more revenue than maintaining the space as public paid parking under current demand conditions.

Based on this analysis, an annual lease rate of \$1,400 to \$2,200 per space (equivalent to \$117 to \$183 per month) would align with existing effective occupancy rates, while also accounting for the premium for allowed after hours/overnight parking for the leased spaces.

For the initial pilot program, staff recommends adopting the midpoint of this range at \$1,800 per space per year (\$150 per space per month).

RECOMMENDATION: MOTION to approve an annual Anchor Way parking lease rate of \$1,800 per parking space per year (\$150 per month) and amend the Port's Master Fee Schedule to include the Anchor Way annual parking lease rate.

ATTACHMENTS:

Anchor Way Lease Rate Analysis

Anchor Way Parking Lot — Monthly Lease Rate Analysis

Current Anchor Way Lot Basics & Parking Rate Structure

Total parking spaces	59
Hourly rate	\$2.75
Daily maximum rate	\$15.00
Enforcement hours	8:00 AM – 6:00 PM (7 days / week)
Overnight parking	Not permitted (current policy)

Waterfront Parking 2025 Effective Occupancy Rate (Peak Season, June 1, 2025 - September 30, 2025)

Total Parking Spaces	~580	(Excludes Lot 1 and not-yet-built Maritime and Anchor Way Lots)
Earned Parking Revenue	\$252,000	
Maximum Revenue Possible	\$1,061,400	
Effective Occupancy Rate (Earned Revenue/Maximum Revenue Possible)	25%	

Occupancy & Revenue Benchmarks

Occupancy Rate	Revenue / Space / Year	Monthly Equiv. / Space	Revenue for 20-30 Leased Spaces (Annual)	Revenue for 20-30 Leased Spaces (Monthly)
10%	\$600	\$50	\$12,000 - \$18,000	\$1,000 - \$1,500
25%	\$1,400	\$117	\$28,000 - \$42,000	\$2,333 - \$3,500
30%	\$1,700	\$142	\$34,000 - \$51,000	\$2,833 - \$4,250
40%	\$2,200	\$183	\$44,000 - \$66,000	\$3,667 - \$5,500
50%	\$2,800	\$233	\$56,000 - \$84,000	\$4,667 - \$7,000

★ Highlighted row (25%) = staff's conservative benchmark derived from peak-season (June–Sept) revenue data across Port-wide paid parking. Revenue per space per year calculated at \$15 per day x 365 days per year x occupancy rate %

Monthly Lease Rate Range & Recommendation

Recommended Annual Lease Rate: \$1,400 – \$2,200 per space
 Equivalent Monthly Rate: \$117 – \$183 per space

Rationale: An annual lease rate at or above \$1,400 equals or exceeds the revenue generated by a space at 25% occupancy. The proposed range reflects the 25% occupancy benchmark to 40% occupancy rate, to capture the premium for unrestricted after-hours/overnight access.

Rate Option	Annual / Space	Monthly / Space
Low end of range	\$1,400.00	\$117
Midpoint of range (Recommended)	\$1,800.00	\$150
High end of range	\$2,200.00	\$183

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Executive Director's Report
June 16, 2026

EXECUTIVE – KEVIN GREENWOOD

- *Bridge Replacement / Hood River White Salmon Bridge Authority (HRWSBA or BA)*
 - *The HRWSBA (BA) would like to talk to the Port Commission in July about a possible pile-driving test program*
 - *The monitoring equipment that was installed on the bridge last year continues to be calibrated*
 - *Kiewit Construction will be required to provide a certificate of insurance*
 - *Met with project utility coordinator to discuss port utilities and project impacts leading up to the replacement*
 - *Port and BA negotiating committees have yet to meet a second time. Port's legal counsel has communicated with BA's legal counsel regarding Federal Highway procedures.*
 - *HRWSBA has asked for Port to join in their request to appeal of 6(f) designated land. On consent agenda for this evening.*
 - *Received thank you from BA regarding use of Lot 1 for May 21st Career and Industry Day. Attachment A*
- *Airport Terminal Project*
 - *The \$6.7M EDA grant received a boost last month when Hood River's regional rep requested additional clarifying information.*
 - *Two additional businesses (five total) submitted private investment estimates increasing the likelihood of the award.*
 - *Updated flier on the project is Attached B*
 - *The Energy Trust of Oregon awarded a 75% Project Development Assistance Incentive grant to study the opportunities for energy resiliency on the terminal/hangar structure.*
 - *The contract with Mayfield was executed and the study has begun.*
 - *Connect Oregon invited the project to present to the State Aviation Board on July 9th. Commissioner Bieker and Director Greenwood will present.*
- *Participated in review of Fixed Based Operator (FBO) contract negotiations for the Ken Jernstedt Airfield. The evaluation team has done a great job of reviewing all aspects of the agreement.*
- *Port has finalized the AWOS tree cutting agreement with the homeowner on Jeanette Rd. Work started this week.*
- *Four citations were issued for illegal motorist activity during the April traffic incident and all have paid the fine.*
- *Monitoring and supporting Amazon's land use application process, including follow up meetings and preparing for public comments and Commission participation. See Attachment C for Fact Sheet.*
- *Government Affairs trip to Washington DC was successful. See a recap of the trip under Attachment E.*
- *MCEDD is starting their 5-year Economic Development Strategy with the first of six-planning session starting July 23rd.*
- *Port is looking at other options for night security. We have posted for a night monitor position which will improve our evening customer service for evening visitors/users of the Port.*
- *Exec. Director was elected Treasurer by the Hood River Rotary Board of Directors for 2026-27.*

- *Strategic Business Plan update Attachment D. We had approximately 40 people turn out for the June 9 Open House at the Hampton Inn. Several suggestions were generated for the waterfront and the airport which appeared to be the community's focus. Thank you Commissioners Ben Sheppard and Tor Bieker for participating. For those who were unable to attend, the Port is promoting via social media the public survey which will be live until July 19th.*

SHARE YOUR FEEDBACK



Thank you to everyone who attended our Strategic Business Planning Open House. We appreciate the great turnout and valuable community feedback. If you weren't able to attend, or have additional thoughts to share, we'd still love to hear from you.

Take our Strategic Business Planning Survey by scanning the QR code below:



English
Survey



Encuesta
en Español

- *Airport Management Report (see Attachment F)*
- *Meetings Attended/Scheduled*
 - *Legal Mtg., Jun 12*
 - *KIHR, Jun 15*
 - *Energy Trust Site Visit, Jun 16*
 - *Staff Mtg, Jun 16*
 - *Commission Mtg, Jun 16*
 - *Staff Mtg, Jun 17*
 - *Exec. Dir. PTO, Jun 18-26*
 - *Rotary Rummage Sale, Jun 27*
 - *Staff Mtg, Jun 30*
 - *Rotary Lunch, Jul 2*
 - *Rotary Programs, Jul 2*
 - *Phil Brady Memorial, Jul 2*
 - *Airport Lunch, Jun 6*
 - *Staff Mtg x 2, Jun 7*
 - *SBP Planning, Jun 7*
 - *MCEDD, Jul 8*
 - *Rotary Board, Jul 8*
 - *Connect Presentation, Jul 9*
 - *HRWSBA, Jul 13*
 - *Staff Mtg, Jul 15*
 - *Rotary Lunch, Jul 16*
 - *KIHR, Jul 20*
 - *SBP Planning, Jul 21*
 - *Commission Mtg, Jul 21*
 - *OPPA Business, Jul 23*
 - *Rotary Lunch, Jul 23*
 - *MCEDD CEDS, Jul 23*

ADMINISTRATION – PATTY ROSAS

- *Reminder: To receive the 10% insurance credit through the 2027 SDIS Best Practices Program, all Board members must complete the required Public Meetings Training. If you need assistance accessing the training, please contact Patty.*
- *Commission Committee Assignments take place in July. Current assignments are attached (See Attachment G)*
- *Working with Gretchen Goss to finalize the Port's Summer Newsletter. Distribution is anticipated during the first week of July.*
- *Recruiting for three seasonal and permanent positions: Finance Specialist, Seasonal Overnight Port Monitor, and Seasonal Facilities Worker.*
- *The Safety Committee is developing safety procedures and response processes for bridge repairs, maintenance activities, and emergency situations.*
- *Communications/Special Projects Reports (See Attachment H)*
- *May Social Media Posts:*
 - *5/28 - SBP Open House*
 - *5/28 - AAC Vacancies*
 - *5/26 - Emergency Bridge Repair*
 - *5/25 - Memorial Day*
 - *5/22 - Bridge Closure Reminder*
 - *5/22 - Recruitment - Finance Specialist*
 - *5/15 - Bridge Deck Welding Complete*
 - *5/15 - Board Meeting*
 - *5/13 - Bridge Safety (Repost)*
 - *5/12 - Bridge Closure*
 - *5/8 - Deck Welding Reminder*
 - *5/4 - Traffic Alert*
 - *5/3 - Deck Welding Reminder*

FINANCE – DEBBIE SMITH-WAGAR

- **Hood River White Salmon Bridge Authority**
 - *The Bridge Authority budget was adopted by the commission this month.*
 - *The HNTB tolling group continues to work on a tolling plan for both the final bridge and the construction period and will be issuing a document outlining the plan soon. Currently the Bridge Authority expects to continue all electronic tolling and will likely have very similar exemptions to what the Port allows now. Debbie participates in the meetings to stay informed regarding the status of the current bridge tolling facilities.*
- **Bridge**
 - *We (finally!) received the \$1M insurance payout from Progressive Insurance for the June 2024 bridge strike. The money was moved to the Local Government Investment Pool (LGIP) for safekeeping.*
 - *We continue to look for ways to make paying tolls easier. We had a presentation from a company that allows customers to pay tolls at Dollar General and Walmart. There is a Dollar General on the Washington side pretty close to the bridge. This would allow for cash or credit card payments. We are looking into the cost of the system, both implementation and on-going, and will also be looking into other companies that provide similar services.*

REAL ESTATE/ASSET MANAGEMENT – AMANDA ROSE

- **Big 7 Building:**
 - *We're continuing to market the 11,000 square feet formerly leased by the Hood River Museum to help secure a new tenant.*

- *Met with Pasquale (developer of Union Building) to discuss potential parking concepts at Big 7. Claudia von Flotow will attend to discuss during public comment.*
- **Jensen Building**
 - *We're continuing to work through a letter of intent with Verizon Wireless.*
 - *We expect to receive the property inspection report by mid-June.*
- **Wasco Loop Building**
 - *Tenancy at the Wasco Loop Building remains stable, and tenants continue to do well.*
- **Marina East**
 - *Columbia River Acupuncture continues to enjoy the space and remains a good fit at Marina East.*
- **Marina West**
 - *Discussions with the DMV are moving forward as we work toward its relocation to the Wasco Building.*
- **Airport**
 - *Drafts of the 2026 T-Hangar leases are in progress and will be sent out in the coming weeks, with an effective date of July 1.*
- **Maritime Building**
 - *Hood River Distillers continues to do well and remains a strong presence on the waterfront.*
- **Halyard Building**
 - *Staff is working with pFriem on a capital improvement project to update several doors in the building.*
- **Timber Incubator Building**
 - *JVC LLC is working with staff to finalize a lease for the space previously occupied by SKV LLC.*
- **Hood River Museum**
 - *Staff continues to support the Hood River Museum through community projects and facility assistance to help keep the space well maintained.*
- **Facility Department:**
 - *Over the past several weeks, the facilities team has managed two weeks of bridge deck welding and multiple overnight bridge closures while continuing to support operations across the waterfront, buildings, and airport successfully.*
- **Wasco Court 1:**
 - *We're working closely with SUM Design to begin renovation planning and design for the Port's move once the bridge project is complete.*
- **Bridge:**
 - *Spring deck welding was completed on May 15.*
 - *A scheduled bridge lift took place on Saturday, June 9, to allow a vessel to pass beneath the bridge, as required by maritime law.*
 - *Two overnight closures on May 28 and 29 were completed successfully, allowing for bridge lift training and an ODOT deck inspection while limiting disruption during peak commuting hours.*
 - *Continuing to communicate with Kiewit regarding bridge monitoring equipment.*

CAPITAL DEVELOPMENT/PLANNING - MEGAN CHANNELL

- **Waterfront – Peak Season Activities:**
 - *The Port's peak season for events has kicked off. The following events have taken place at the Port: Hood River White Salmon Bridge Authority's Career Day at Lot 1 (May 21), Wet Planet Kayak Camp at Marina Beach/Nichols Basin (June 8, 15). Events upcoming in the next month include: Wet Planet Kayak Camp at Marina Beach/Nichols Basin (June 22, 29), 4th of July Fireworks at The Spit (July 4), Strut Kite & Wing Women's Wingfoiling Camp at Marina Beach (July 9-10), Kiteboard 4 Cancer at Event Site (July 11 – 12), Gorge Downwind Paddle Championships at Maritime/Lot 1 (July 16 – 18).*
- **Anchor Way Parking Assessment:**
 - **Commission Input Requested - Local Parking Considerations: At the May meeting, the Commission discussed having staff evaluate a local parking discount/waiver for paid parking at the Anchor Way parking lot. **Staff is seeking Commission guidance on how local eligibility should be defined.** This policy direction will allow staff to evaluate implementation options, administrative requirements and the associated costs of administering such a program.*
 - *Leased Parking Pilot Program: Staff is developing a parking assessment for the Anchor Way parking lot in response to Commission direction. See Discussion Item for more detail.*
- **Waterfront Transportation Improvements:**

- *Waterfront Infrastructure Progress Report, WSP (See Attachment I)*
- *Federal funding announcements are anticipated starting this month. The FY26 BUILD grant awards are expected this month (June) and the FY27 Congressionally Directed Spending announcements for projects proceeding into the appropriations bill are expected in June or July.*
- *The project team is finalizing the 60% design plan set, set for delivery for ODOT review in early July.*
- *The STIP amendment and Immediate Opportunity Fund grant amendment are still in process with ODOT, to update the scope from the Anchor Way extension to the roundabout design. ODOT has requested a letter from Business Oregon to support the amendment; the letter is being processed for signature with Business Oregon leadership.*
- *The Port continues outreach to EDA on the grant amendment and the updated Section 106 consultation letters reflecting the updated project scope.*
- *Ongoing coordination with CAT on their transit hub plans. CAT has selected a consultant team to plan and design the transit hub, including coordination with the Port.*
- ***Paid Parking Program:***
 - *Summer enforcement began on May 18. The new paid parking apps are functioning well and the new enforcement/citation system on the backend is substantially more streamlined than the prior system, making for an efficient administrative transition.*
- ***Port of Hood River Foundation:***
 - *The next Foundation Board meeting is on June 23, where the Board will focus on defining priority projects and programs.*
- ***Port Admin Building:***
 - *Staff has adjusted the delivery model for final design and construction for the new Admin Building. Instead of proceeding with a Construction Management/General Contractor (CM/GC) delivery method, the Port will maintain the Design-Bid-Build (low bid) delivery approach. To maximize efficiencies during the design phase, the design firm (SUM Design) will instead bring on a contractor subconsultant during the design phase to advise on design, constructability and cost estimating. Once the design phase is complete, the Port will initiate the appropriate procurement method for engaging a contractor for construction. This approach will allow the design process to proceed without delay. The Port will no longer engage an Owner's Representative for this project.*
- ***Marina Master Planning:***
 - *The Port is coordinating with Points Consulting to finalize a scope of work for the Marina Master Plan effort, which will be tied to the current Strategic Business Plan effort.*
- ***Other Activity:***
 - *Participated in the successful federal engagement trip to Washington DC (May 20-22), with a focus on the waterfront transportation and airport infrastructure improvements.*
 - *Ongoing participation in the Bridge Authority's Action Plan for multimodal infrastructure.*
 - *Assisted with bridge lift on June 9, 2026 to be trained for future lift needs.*
 - *Ongoing coordination with marina boat slip holders on required vessel registration. The Hood River County Sheriff's marine unit shared that they will be increasing enforcement of vessel registration requirements this summer.*
 - *Met with Scott Webster/Mt Hood Fruit Co to get an update on desires for future boat tour operations (May 26, 2026). Mr. Webster remains interested in use of the Port's commercial dock for tourism and boat moorage.*
 - *Met with ODOT regarding upcoming ADA curb ramps to be installed at Button Bridge Road/Port Marina Drive intersection. Work is anticipated in 2027. (May 26, 2026)*
 - *Ongoing meetings with waterfront concessionaires.*

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Thank you

PORT OF HOOD RIVER



On behalf of the Hood River–White Salmon Bridge Replacement Project, Building Trades Unions, and our partners, thank you to the Port of Hood River for your hospitality and support of Career and Industry Day. Your partnership helped create a welcoming, successful event that connected local youth with hands-on experiences, skilled trades professionals, and career pathways in their own communities.

BUILDING THE NEXT GENERATION

CAREER AND INDUSTRY DAY

HOOD RIVER, OR | MAY 21, 2026

HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

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TERMINAL BUILDING PROJECT KEN JERNSTEDT AIRFIELD

PROJECT OVERVIEW

The 2024 winter storm revealed critical gaps in the airport’s ability to support emergency operations. The new terminal provides backup power, communications capability, and safe shelter, ensuring the airport remains operational when the community needs it most.

The Port of Hood River proposes to construct a new ~11,850 sq. ft. terminal building at Ken Jernstedt Airfield (4S2) to support aviation users, the regional economy, and emergency operations for the mid-Columbia Gorge. The facility replaces outdated accommodations with a modern, energy-efficient building that enhances safety, resilience, and visitor experience.



KEY BENEFITS

Economic

Supports business aviation, visiting pilots, tourism, and access for local industries.

Resilience

Provides backup facility for emergency management functions, disaster response, and communications infrastructure.

Community

Improves safety, accessibility, and meets long-standing community needs for a meeting space and public amenities.

PROJECT CONTACT

Kevin M. Greenwood, Executive Director - *Port of Hood River*
kgreenwood@portofhoodriver.com | (541) 386-1138



PROJECT EXPENSE AND FUNDING - TODAY \$\$				
EXPENSES			REVENUE	
Terminal Building		\$ 6,503,283	EDA Public Works	\$ 6,707,955
Architectural/Engineering (12.5%)		\$ 937,336	Port FY26	\$ 500,000
Resilience & Emergency Systems		\$ 995,405	Donations/Foundation	\$ 250,000
Inspection Fees		\$ 50,000	Connect Oregon	\$ 1,000,000
Admin/Legal		\$ 30,000	CREP (ODOE)	\$ 995,405
Construction Contingency (12.5%)		\$ 937,336	Miscellaneous	\$ -
TOTAL		\$ 9,453,360	TOTAL	\$ 9,453,360

TERMINAL BUILDING PROJECT - KEN JERNSTEDT AIRFIELD

TERMINAL BUILDING FEATURES

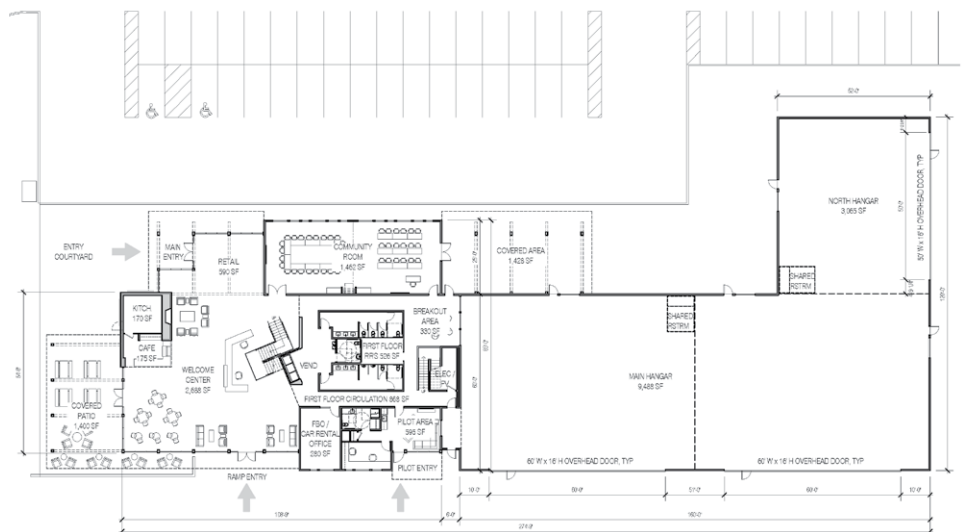
- Approximately 11,850 sq. ft.
- Welcome center and lobby
- Pilot amenities (pilot lounge, briefing areas)
- Community meeting room
- Café and small retail area
- Administrative offices for airport operations
- ADA restrooms
- Mechanical room with generator connection
- Optional PV solar and battery backup
- Improved pedestrian access, parking, and airside interface
- Sustainable design and design keeps operating cost minimal
- Resiliency features allows for use during outages

Longstanding Community Priority

This project has been included in multiple planning documents over the past 50+ years, consistently identified as a critical need for airport modernization, safety, and community access. By completing this long-delayed facility, the Port advances a priority recognized for generations in local and regional plans.

Advancing Airport Self-Sufficiency

Once operational, the new terminal will help Ken Jernstedt Airfield achieve financial self-sustainability, making it one of the few municipal airports in the Pacific Northwest that does not rely on property or sales taxes. This supports the Port's mission to manage aviation infrastructure responsibly and reduce the burden on local taxpayers.



PROJECT CONTACT

Kevin M. Greenwood, Executive Director - Port of Hood River
kgreenwood@portofhoodriver.com | (541) 386-1138



Port of HOOD RIVER

FACT SHEET

Subject: Long-Term Financial and Workforce Impacts – Proposed Amazon Last-Mile Facility

1. Facility Overview

- Proposed ~48,000 sq ft Amazon last-mile distribution/delivery station.
- Located in Lower Mill Industrial Park, Odell, Hood River County (~3335 Neal Creek Mill Rd).
- Primary function: receive bulk shipments via truck, sort packages internally, and deliver locally via delivery vans.

2. Long-Term Financial Impacts

Category	Estimate / Notes
Property Taxes	~\$96,880/year (based on \$7.35M assessed value × 13.1782 per \$1,000 consolidated rate).
Local Income Taxes / Payroll	Direct employment: 110 FTEs; total regional payroll (inc. indirect) ~\$20+M/year.
Net Sale Proceeds to Port	~\$3M
Jobs Created	~110 direct FTE positions, plus ~100 additional indirect jobs (delivery services, maintenance, local suppliers).

3. Types of Jobs Typically Found

Category	Examples	Notes
Front-Line / Operations	Package handlers, sorters, delivery drivers	Largest portion; hourly, entry-level; human-intensive.
Supervisory / Management	Shift leads, facility managers	Oversee operations, safety, scheduling.
Executive / Admin	Operations directors, HR, finance	Smallest portion; strategic oversight, planning, compliance.

4. Long-Term Sustainability vs. Automation

- **Delivery drivers:** Low replacement probability (autonomous vans limited; rural terrain constraints).
- **Warehouse operations:** Moderate potential for partial automation; human oversight remains essential.
- **Admin & management:** Partial AI adoption possible; decision-making jobs likely remain.
- **Conclusion:** Jobs are moderately sustainable for 10–15 years, with skill evolution rather than wholesale elimination.



6. Trickle-Down Economic Effects

In addition to direct payroll, warehousing and logistics facilities like Amazon’s typically generate significant secondary (“multiplier”) impacts through spending by employees and local suppliers. Based on modeling from the U.S. Bureau of Economic Analysis (RIMS II) and IMPLAN—two nationally recognized input-output systems—rural Oregon warehousing sectors exhibit output multipliers between 1.4 and 1.7. Applying a conservative 1.5 multiplier suggests that each \$1 of direct payroll produces an additional \$0.50 in local economic activity through housing, retail, food service, childcare, and transportation spending.

5. Key Studies Completed for Permitting

- Traffic Impact Analysis (TIA) – vans/trucks, peak delivery hours
- Stormwater Management / Drainage Study
- Site Plan Review – building placement, setbacks, parking
- Utility Assessments – water, sewer, electrical capacity
- Fire Department Review – emergency access, hydrants, suppression
- Grading & Erosion Control Plan
- Land Use Permits

Summary:

The proposed Amazon last-mile facility in Odell will deliver approximately \$97,000 per year in new property tax revenue and generate an estimated \$20M+ in total annual local economic activity. This includes direct payroll to 110 FTEs and indirect/induced (“trickle-down”) spending within Hood River County, based on conservative BEA and IMPLAN regional multipliers ($\approx 1.5\times$).

The project supports roughly 200+ total jobs across direct, indirect, and induced categories—benefiting local housing, retail, childcare, and service sectors.

The Port’s estimated \$3 million in net sale proceeds from the land transaction will position it to reinvest strategically in infrastructure, industrial property development, or debt reduction—further reinforcing regional economic resilience.

-###-

Strategic Business Plan Work Session Update

BACKGROUND:

Progress continues on the Strategic Business Plan (SBP) update. Since the Commission's May 19 SWOT and Visioning Workshop, Points Consulting has completed additional stakeholder interviews and focus groups with Port tenants, facility users, public agencies, economic development partners, and community organizations. Those interviews continue. Staff SWOT sessions have been completed and incorporated into the consultant's assessment of Port operations, assets, and opportunities. A public open house was held on June 9 to gather community input on the Port's future priorities, and a community survey was launched in June and remains open through July 19. The consultant team has also begun work on the Property Inventory characteristics, Needs Assessment and Economic Impact Analysis and is currently compiling and evaluating input received through interviews, public outreach, and survey responses. The next Commission work session will be before the July 21 regular meeting.

REMAINING SCHEDULE TENTATIVE PUBLIC PROCESS & KEY MILESTONES

April 21, 2026 Commission Workshop

SBP Kickoff / Spring Planning
Introduction

May 18–19, 2026

Stakeholder Interviews & Focus Groups. Ongoing.

May 19, 2026 Commission Workshop

Commission SWOT & Visioning Workshop

June 9, 2026

Public Open House / Community Workshop #1

June 10, 2026

Community Survey Launch through July 19

July 2026 (Tentative: July 21 Commission Meeting)

Needs Assessment & Economic Analysis Review

August 2026 (Tentative: August 18 Commission Meeting)

Draft Goals & Strategic Direction
Discussion

August 2026 (Tent: August 26)

Public Open House / Community Workshop #2

September 2026 (Tent: Sept 8)

Release of Draft Strategic Business Plan via website/social

September 2026 (Tent: Sept 15 Commission Meeting)

Commission Review of Draft SBP

October 2026 (Tent: October 20 Commission Meeting)

Final Strategic Business Plan Adoption

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Port of Hood River: Washington DC Federal Engagement Summary - May 20-22, 2026

Commissioner Tor Bieker | Kevin Greenwood, Executive Director | Megan Channell, Director of Capital Development/Planning

Purpose: Port representatives traveled to Washington DC to meet with Oregon's congressional delegation regarding two federal funding priorities:

- **FY26 BUILD Grant Program:** \$3.8 million Capital Grant request for the Waterfront Transportation Infrastructure Improvements Project (Phase I: 2nd Street/Riverside Drive Roundabout) and a \$950,000 Planning Grant request for Phase II (1st Street Realignment).
- **Economic Development Administration (EDA) Disaster Supplemental Funding:** \$6.7 million request for the Terminal Building Project.

Congressional Meetings: The Port met with staff and representatives from the offices of **Senator Jeff Merkley**, **Senator Ron Wyden**, **Congresswoman Maxine Dexter**, and **Congressman Cliff Bentz**. While the Port of Hood River is no longer with Congressman Bentz's district, many communities and businesses served by the Port remain within his district. Congressman Bentz also represented Hood River County prior to redistricting and remains familiar with the Port's priorities.



Staff at the Capitol Building

A highlight of the trip was the opportunity to meet directly with Congresswoman Dexter, who personally participated in the discussion.

Key Messages: The Port's discussions focused on the importance of federal investment in projects that advance safety, economic development, resilience and community access through the Columbia Gorge.

For the Waterfront Transportation Infrastructure Improvements Project, the Port emphasized the project's role in improving safety, traffic operations, freight mobility, and multimodal connectivity at the primary gateway between Interstate 84, downtown Hood River, and the waterfront. The Port highlighted the project's strong regional support, advanced level of planning and design, and the Port's proactive local investment, positioning it to move toward construction with funding.

For the Terminal Building Project, the Port emphasized the airport's role as critical transportation and emergency response infrastructure for the Mid-Columbia region. The project will support business aviation, tourism, emergency operations, and long-term airport sustainability while improving public amenities and accessibility.

Our Ask: Congressional offices were asked to support outreach to USDOT regarding the Port's BUILD applications and to EDA regarding the Terminal Building Project as both funding requests continue through federal review.

Key Takeaways: The meetings helped strengthen relationships with Oregon's congressional delegation and ensure federal offices remain informed about the Port's priorities. Staff were engaged, asked thoughtful questions regarding project readiness and local investment and expressed appreciation for the Port's proactive efforts to advance the infrastructure projects. Participating in meetings with congressional offices also gave Port representatives the opportunity to gain firsthand experience with the federal advocacy process and better understand how local infrastructure projects are evaluated and supported at the federal level. The trip was a valuable opportunity to elevate awareness of Port priorities, reinforce the regional significance of projects, and advocate for continued federal investment in the Columbia Gorge.



Commissioner Bieker, Outside the Problem Solvers Caucus

The Port appreciates the support of Business Oregon and Accelerate Strategies, whose advocacy, coordination and scheduling assistance were instrumental to the success of the trip.

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Ken Jernstedt Airfield Monthly Report

June 2026

Prepared by: Jeff Renard, Airport Manager, Aviation Management Services (AMS)

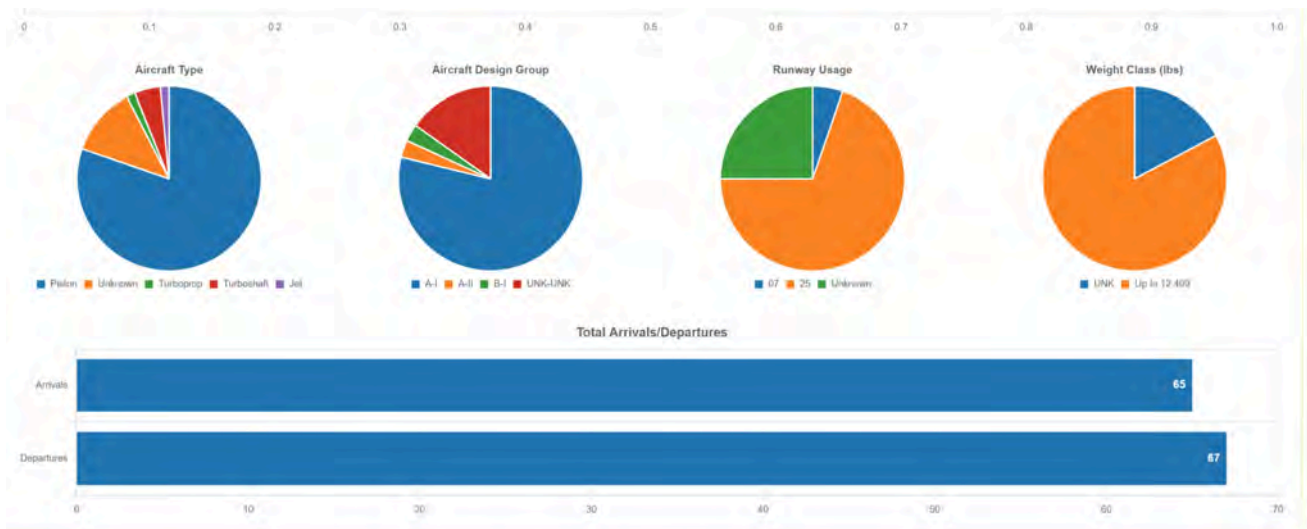
Submitted to: Kevin Greenwood

Date: June 16, 2026

Location: Ken Jernstedt Airfield (4S2), Hood River, Oregon

Aircraft Traffic Count

- **June to date** **209**
- **2026 to date** **3712** flight operations
- **2025** **10,869** flight operations
- **2024** **10,328** flight operations



Operational Updates



2026 Total Fuel sales 18,576 gallons YTD.

4S2				Flow Fee	Amount	Date
Month	100LL Island	100LL Truck	Totals	\$0.10	Paid	Paid
January	2125	515	2640	\$264.00	\$264.00	2/6
February	1260	627	1887	\$188.70	\$188.70	3/6
March	1926	681	2607	\$260.70	\$260.70	4/10
April	3319	755	4074	\$407.40	\$407.40	5/15
May	4568	1030	5598	\$559.80	\$559.80	6/12
June	1188	582	1770	\$177.00		
July	0	0	0	\$0.00		
August	0	0	0	\$0.00		
September	0	0	0	\$0.00		
October	0	0	0	\$0.00		
November	0	0	0	\$0.00		
December	0	0	0	\$0.00		
	14386	4190	18576	\$1,857.60		
	\$0.10	\$0.10	0			
	\$1,438.60	\$419.00	18576			

T Hangar / Taxiway Construction: The project is well under way!!!



The hangar project has so many phases of work that are happening simultaneously that certainly causes for many meetings and inspections of the required elements. We are still on track for the project to be completed 7/31/2026. We have started to put the leases in place with the very excited hangar waiting list customers! (some who have been on the list for 6 years) Very excited for this great addition to our flying community.

Facilities: The landscape / mowing contractor is doing a great job, we have mowed the runway once and with all of this rain it will need it again shortly. We received a late night call with an issue of our North gate not opening for the LifeFlight crew. Along with Amanda Rose's assistance and communication we found the work around and found the issue with the gate. We now have a schedule of maintenance to avoid this issue in the future.

Grants : 2 grant applications with the FAA have been completed. One for the North Apron Reconfiguration engineering and the other for some additional funding towards our T Hangar.

FBO: The Airport management issued a NOTICE OF INTENT TO AWARD to FlyIT. We are presently in the negotiation stages. We are excited to see what this change bring to our region.

AAC: We have 4 positions open on our Airport Advisory Committee, as of 6/10 we have had 1 incumbent respond with the desire to continue with the committee.

Tree Removal: The tree removal project will finally get started after a long process of meeting the needs of all affected parties.

Complaints/Issues: The Port and Airport have received complaints from a group of people who call themselves "citizens of Hood River" of low flying aircraft, yet are unwilling to provide anything more than accusations of perceived wrongdoing. Airport management has used the timing provided in the complaints and the aircraft reporting programs that we subscribe to to research the claims. No aircraft registered during the reported times. The group has not provided any contact information, so we are unable to obtain any additional information.

Meetings attended: Port Meeting, Planning Session, Executive Director update, Oregon Department of Aviation State Board Meeting.

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COMMITTEE & ORGANIZATIONAL LIAISONS FOR FISCAL YEAR 2025-26

Officer elections held annually at the first meeting in July

COMMITTEE APPOINTMENTS				
Committee	Staff	Commissioners	Public - Term expiration in ()	Term
Airport Advisory Committee (AAC)	Airport Manager	T. Bieker & K. Thomas	P1: Dave Koebel (26) P2: Ken Musser (28) P3: Margo Dameier (26) P4: Andreas Von Flowtow (28) P5: Doug Knight (26) P6: Matt Swihart (28) P7: Tad McGeer (26) John Benton (WAAAM) Brook Beilin (FBO)	4 years
Budget Committee	Executive Director, Finance Director	ALL	P1: Larry Brown (26) P2: John Benton (26) P3: Bonifacio Romero (27) P4: Jonathon Tillman (28) P5: Judy Newman (28)	3 years
Finance (Internal)	Executive Director, Finance Director	President & Treasurer	N/A	1 year
Personnel (Internal)	Executive Director	President & Vice President	N/A	1 year
Bridge (Internal)	Executive Director, Facilities Manager	T. Bieker & K. Thomas	N/A	1 Year
Real Estate (Internal)	Dir. of Real Estate	K. Chapman & B. Sheppard	N/A	1 Year

ORGANIZATIONAL APPOINTMENTS				
Organization	Staff	Commissioners	Other Members	Term
Hood River County Energy Council	No longer member, but their charter has spot for Port	N/A	8 municipal representatives	2 years
Hood River County Economic Development Group	Executive Director	K. Chapman	PoHR, PoCL, County, Cities of HR/CL, MCEDD managers, facilitated by MCEDD staff	
Hood River County Chamber of Commerce	Executive Director	K. Chapman	15 Member board, Port member is ex-officio	N/A

and Visit Hood River				
Oregon Public Ports Association (OPPA)	Executive Director	President	Roster of Ports throughout Oregon	N/A
Oregon Airport Managers Association	Airport Manager	T. Bieker,	Large roster of GA airports throughout Oregon	N/A
Hood River Rotary Club International	Executive Director	B. Sheppard	Large roster of community business leaders	N/A
Special Districts Association of Oregon	Executive Director	President	Risk Management Association of Special Districts	N/A

June 10, 2026

Memo: Updates from Gretchen Goss



Social Media

- Social media is being handled by Port staff, with Mrs. Goss handling posts on a special request basis.

Newsletter

- July Newsletter articles being finalized. All articles are completed and in their final editing stage. All articles to be translated into Spanish and all work submitted to Bend Mailing by June 17. Newsletter to be published July 1st.
 - Articles include (
 - SBP with QR code to survey
 - Letter from Executive Director
 - Letter from Port Commission President
 - Tenant Highlight: Pedal & Paddle
 - Balancing Recreation with Restoration
 - Meet Emily
 - Bullet Points
 - Engineering Award
 - Terminal Project
 - Financial Overview
 - Positioned for the Future

Port of Hood River Foundation

- Continued collaboration with Megan Chanell
 - Website is live
 - First donation accepted by the Foundation
 - Next Foundation meeting June 23, 2026
 - Working on a list of possible new names for the Foundation
 - SEO optimization for website

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Memorandum

Date: June 11, 2026

Subject: Waterfront Development Progress Report – June 2026

From: Scott Keillor; Jodi Mescher

To: Megan Channell; Kevin Greenwood
Port of Hood River Commissioners

WATERFRONT DEVELOPMENT PROGRESS REPORT

Deliverables Status

Key tasks and deliverables completed through May 2026 include:

- Completed internal 60% design draft. Design updates included curb alignments and profiles; roundabout corridor and surface development; stormwater facility sizing and design; and lighting, signing, striping, landscaping, and irrigation.
- Advanced geotechnical boring preparation and coordination.
- Updated project fact sheet for DC congressional visit, providing Phase I and Phase II updates.
- Coordinated with ODOT on cycle track design, including alignment, cross-section, and interface with existing roadway and waterfront conditions. Discussions addressed design standards, separation from vehicular traffic, and integration with the regional active transportation network. Coordination is ongoing to resolve right-of-way constraints and confirm the approval pathway.

Upcoming Deliverables and Milestones

- IOF grant amendment (pending review/approval by Business Oregon and ODOT).
- EDA grant amendment (pending EDA review).
- STIP amendment (following IOF amendment approval).
- 60% design.
- Notice of pending federal funding (BUILD Grant) anticipated by end of June.
- Coordination with City of Hood River on local permits.

MEMO: Waterfront Development Progress Report

May 2026

Page 2

Budget Summaries

WSP Owner’s Representative (O/R) Contract spent is estimated at \$318,947 on non-contingent tasks (40%) through April 30, 2026.

Task Number	Task Name	Contract Value	Previous Billed	Total Billed to Date	Contract Balance	Percent Invoiced	Current Invoice
1.0	Project Management	132,280.94	59,683.35	61,922.01	70,358.93	46.81%	2,238.66
2.0	Grant Writing	206,637.39	128,482.99	128,554.92	78,082.47	62.21%	71.93
3.0	Grant Management	40,890.40	19,593.38	19,765.55	21,124.85	48.34%	172.17
4.0	Due Diligence	62,443.84	7,672.97	8,275.95	54,167.89	13.25%	602.98
5.0	Port and Agency Coordination	301,363.27	79,440.93	90,230.34	211,132.93	29.94%	10,789.41
6.0	Communications Materials	10,461.89	2,256.37	4,425.77	6,036.12	42.30%	2,169.40
7.0	YE Documents	10,205.07	4,490.41	4,490.41	5,714.66	44.00%	0.00
8.0	NEPA Docs	25,037.98	0.00	0.00	25,037.98	0.00%	0.00
Expenses	Expenses	2,998.20	0.00	0.00	2,998.20	0.00%	0.00
Sub_Sprout	Sprout	15,000.00	1,282.50	1,282.50	13,717.50	8.55%	0.00
Total		807,318.98	302,902.90	318,947.45	488,371.53	39.51%	16,044.55

KPFF/DKS/Walker Macy Design Contract: Est. \$427,144.66 of \$944,840 budget (45%) through April 30, 2026.

	Fee	% Complete	Invoice		
			To Date	Previous	Current
Project Management (includes ASR 1)	64,893.45	100.00	64,893.45	64,893.45	0.00
Site Evaluation and Data Collection (includes ASR 1)	69,367.86	100.00	69,367.86	69,367.86	0.00
ICE Revision (Reallocation of ASR 1 Contingency)	30,898.68	100.00	30,898.68	30,898.68	0.00
Design Engineering (includes ASR 1)	232,843.73	100.00	232,843.73	232,843.73	0.00
Stormwater Analysis (includes ASR 1)	10,550.00	100.00	10,550.00	10,550.00	0.00
Prime Project Management (ASR 2)	60,420.00	0.00	0.00	0.00	0.00
Civil Design Services (ASR 2)	228,345.58	0.00	0.00	0.00	0.00
Traffic Engineering Services (ASR 2)	133,255.75	0.00	0.00	0.00	0.00
includes \$6,336.75 in sub markup					
Landscaping Design Services (ASR 2)	44,714.25	0.00	0.00	0.00	0.00
includes \$2,129.25 in sub markup					
Geotechnical Engineering Design Services (ASR 2)	69,550.85	26.73	18,590.94	0.00	18,590.94
includes \$3,138.85 in sub markup					
Total:	944,840.15	45.21	427,144.66	408,553.72	18,590.94

Risks and Mitigations

1. BUILD grant not obtained, or delayed, by readiness/funding approval issues. If delayed or not approved, this could cause a project pause and/or delay construction.
 - a. Contingency Action: Seek new funding mechanism or resubmit for next BUILD grant opportunity.
2. Environmental approvals, particularly Section 106 and NEPA compliance. If FHWA needs more environmental documentation, it could delay the Categorical Exclusion (CatEx) determination and delay when federal grants are ready to be obligated. Additionally, if SHPO or other consulting parties dispute the current No Adverse Effect decision, this could push back EDA grant obligations and potentially require changes to the project's design.
 - a. Mitigation: Coordinate early with FHWA on CatEx adoption expectations. Ongoing coordination with EDA and/or FHWA to determine next steps (depending on funding partners).
 - b. Mitigation: Ongoing coordination with EDA and/or FHWA to determine next steps (depending on funding partners).
3. ODOT ROW / third-party approval delays and resulting cost escalation
 - a. Mitigation: Continue to engage ODOT ROW early and confirm conveyance pathway (easement vs. transfer vs. permit); build ROW milestones into schedule.

NEXT STEPS

The design team will continue advancing the 60% design, with submittal to ODOT targeted for early July. The team will continue coordinating with ODOT and Business Oregon to update the IOF grant agreement and confirm consistency with the revised project scope. The team will also support EDA during review of the amendment materials for the expanded Area of Potential Effect (APE), including tribal and SHPO consultation, and coordinate with the agency to determine whether the existing Categorical Exclusion can be applied. Additionally, coordination with the City of Hood River will continue as the team prepares and submits materials for a Type II land use review, consistent with City direction.

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Commission Memo

Prepared by: Debbie Smith-Wagar, Finance Director
Date: June 16, 2026
Re: Adopt 2026-2027 Budget



Three adjustments are recommended for the FY 2026-27 Budget approved by the Budget Committee on May 5, 2026. These changes were identified after the Budget Committee met in May.

The first change is to add about \$22,000 to the personnel portion of the budget. When the proposed budget was prepared we used the December 2024 to December 2025 CPI to calculate the recommended cost of living adjustment (COLA) that will take effect July 1st. Since that time, the CPI has increased significantly, going from 2.62% in December to 3.88% in April (year-over-year). Given the price of gasoline and groceries, it seems appropriate to increase the COLA to be a closer match to the price increases that staff are experiencing. This will add about \$22,000 to appropriations in the Bridge and Administration Funds. These increases are less than 10% of appropriations approved by the Budget Committee. The Board of Commissioners is allowed to increase any fund by up to 10% over what the Budget Committee approved, so these increases are allowed under Oregon Budget Law.

The second change is to increase materials and services in the General Fund for Marina East and Marina West. When the budget was prepared we expected the buildings to be vacated around December 31, 2026. Because the future of the two buildings is now up in the air for the foreseeable future, it makes sense to budget a full year of operations. This does not restrict the option of vacating them during the year but allows for operations to continue until a decision is made on their future. This change adds about \$50,000 to materials and services in the General Fund.

The third change is to increase capital outlay in the General Fund-Jensen Building division by \$760,000 for the roof. The roof was budgeted to be replaced this year, but additional analysis delayed the project. We are not sure of the estimated price due to inflation adding on to the cost, but we expect less engineering to be required on the project, which we would expect to decrease the cost. The project will be discussed in more detail with the Commission before it commences.

The second and third recommended changes will increase expenditures in the General Fund by 1.16%, which is also below the 10% limit and allowed under Oregon Budget Law.

The attached Resolution represents the adoption of the budget for FY 2026-27. There are two formal actions rolled into one recommendation.

Adoption of the budget

Adoption of the tax rate

RECOMMENDATION: BE IT RESOLVED that the Board of Commissioners for the Port of Hood River hereby adopts the budget for fiscal year 2026-27 in the total amount of \$41,937,587, and hereby imposes the property taxes provided for in the adopted budget at the rate of \$0.0332 per \$1,000 of assessed value of all taxable property within the district.

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PORT OF HOOD RIVER

RECOMMENDED FOR ADOPTION BUDGET FISCAL YEAR 2026-27



JUNE 16, 2026

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Board of Commissioners

Heather Gehring, President
 Tor Bieker, Vice-President
 Kristi Chapman, Secretary
 Kathryn Thomas, Treasurer
 Ben Sheppard, Commissioner

Budget Committee

John Benton, Term 2026
 Larry Brown, Term 2026
 Bonifacio Romero, Term 2027
 Judy Newman, Term 2028
 Jonathan Tillman, Term 2028

Budget Committee Meeting – May 5, 2026
 Budget Hearing – June 16, 2026
 Budget Adoption – June 16, 2026

ABBREVIATIONS

Staff attempted to define abbreviations in advance of preparing this budget document, but some undefined abbreviations were discovered after the document was in the final rounds of completion. In order to maintain efficiency and also provide readability, this list was compiled of abbreviations that did not appear to be defined in advance of their use.

In the Budget Message, Budget Officer Kevin Greenwood added new charts. Those charts use the following abbreviations:

B FY26	Budget Fiscal Year 2025-26
E FY26	Estimated Actuals Fiscal Year 2025-26
B FY27	Budget Fiscal Year 2026-27
B %△	Budget Change from Fiscal Year 2025-26 to Fiscal Year 2026-27
NOI	Net Operating Income
NNOI	Net Non-operating Income
Net △	Total Net Income
BFB	Beginning Fund Balance
EFB	Ending Fund Balance

Note that Fund Balance is government's term for budgetary equity

PS	Personnel Services
M&S	Materials and Services
OH	Overhead
SUB	Sub-total
DS	Debt Service

BUDGET MESSAGE



To: Port of Hood River Budget Committee
From: Kevin Greenwood, Budget Officer
Date: May 5, 2026
Re: Budget Message for Fiscal Year 2026-27

INTRODUCTION

As Budget Officer, it is my responsibility to prepare the proposed budget, post the required public notices, hold the Budget Committee meeting and budget hearing, and deliver the Budget Message. I am grateful to the individuals who assisted me in developing this year's budget: Debbie Smith-Wagar, Finance Director; Jana Scoggins, Deputy Finance Manager; Patty Rosas, Executive Assistant; Amanda Rose, Director of Real Estate & Asset Management; Megan Channell, Director of Capital Development & Planning; and Daryl Stafford, Waterfront & Marina Manager. We met several times to review portions of this document, and without their help and insight, I would not be able to present this budget.

The Port of Hood River is a municipal corporation in the State of Oregon, operating in accordance with ORS Chapter 777 (the Port's "Principal Act") and other applicable statutes. As such, the Port is required to prepare an annual budget for review and approval by the Budget Committee and subsequent adoption by the Port Commission. This Budget Message, required by ORS 294.403, provides a management summary of the issues facing the Port, an overview of the FY 2026–27 Proposed Budget, and other pertinent information.

The budget serves as the Port's financial plan. Proposed figures are based on the best estimates of anticipated revenues (resources) and expenditures (requirements) for the period of July 1, 2026, through June 30, 2027. To prepare this estimate, we analyze historical data and schedule expenditures to match projected revenue.

The taxpayers of the Port district contribute financial support at the permanent rate of 3.32 cents per \$1,000 of assessed value (AV). In Hood River County, the median Maximum Assessed Value (MAV) is approximately 38% of real market value (RMV). A home in the County with a RMV of \$586,720 (county median) is taxed approximately \$7.50 annually for Port services ($\$586,720 \times 0.38476 / \$1,000 \times \$0.0332 = \sim\7.49), generating about \$102,000 in property tax revenue for the Port.

Much of the foundation for this budget stems from the Port's Strategic Business Plan and Capital Facilities List adopted in 2021. In addition, the Port Commission held a Fall Planning Session on November 18, 2025, and a Spring Budget Planning Session on April 21, 2026, to review capital projects and programming in preparation for this year's budget.

The FY27 budget reflects a significant transition in the Port's financial structure. Beginning July 1, 2026, bridge toll revenues are restricted to bridge-related uses, requiring the Port to realign its operations to ensure non-bridge activities are sustainably funded. In response, the Port is implementing new tools, including the establishment of a Capital Reserve Fund, to improve long-term financial planning and transparency.

This work has resulted in this proposed \$43 million budget, of which approximately \$9 million is dedicated to day-to-day operations (personal services, materials and services, and debt service). This year also includes a comprehensive update to the Port's Strategic Business Plan (SBP), which kicked off on April 21, 2026.

THEMES FROM PLANNING SESSIONS

- Beginning July 1, 2026, bridge toll revenues are restricted to bridge-related uses, eliminating a historical funding source for non-bridge activities.
- The Port must realign its financial model to ensure non-bridge activities are sustainably funded without toll subsidies.
- There is consensus that the Port should continue operations after the new bridge becomes operational.
- Several asset centers—including Waterfront Recreation, Commercial Properties, Marina Basin, and the Airport—currently operate at a deficit.
- Recreation-based activities are considered governmental in nature and may not be fully self-supporting.
- Revenue-generating asset centers (primarily parking and industrial properties) are expected to support governmental activities through their net income.
- There is a need to develop clear capital replacement schedules for Port-owned buildings to better plan for long-term maintenance and replacement.
- Financial transparency is essential to maintaining public trust and understanding of Port operations.

GOALS SET BY THE COMMISSION

- Prioritize safety.
- Provide the highest level of service to constituents.
- Improve transparency.
- Pursue projects that generate positive net income.
- Implement cost-saving operational practices.
- Regularly review and update Port policies.
- Prepare for bridge replacement.
- Invest in employee training and education.
- Retain and lease Port-owned property; if sold, reinvest proceeds into asset-generating projects.
- Integrate green energy concepts into project design where they reduce long-term operating costs.

PLANNING CONTEXT AND STRATEGIC DIRECTION

The Port is increasingly focused on investing in revenue-generating assets to support activities that are traditionally governmental in nature, such as waterfront recreation and marina parks. With the elimination of toll revenue as a funding source for non-bridge operations, this approach becomes essential to long-term financial sustainability. The establishment of the Capital Reserve Fund allows the General Fund to focus more directly on operations, while income-producing assets generate net revenue that can be reinvested into public-facing amenities. This shift requires greater emphasis on project delivery, asset management, and director-level leadership to advance Commission priorities. Over time, this strategy is intended to sustain and enhance the Port's waterfront as a premier destination for both residents and visitors.

Across nearly all operating departments, the Port is making measurable progress in improving net operating income. Revenue-generating assets are strengthening, and operating deficits in several asset centers are narrowing. This trend reflects the Commission's direction to prioritize financially sustainable operations while continuing to support essential public services. These improvements will be monitored against the Port's 10-year financial pro forma, and should assumptions not materialize as projected, the Port will re-evaluate operations and adjust accordingly.

STRUCTURE OF BUDGET

The FY 2026–27 budget reflects the third year of implementation under the Port's updated fund structure. Last year, the Commission began receiving monthly budget-to-actual reports, enhancing fiscal awareness and

responsibility. Following the 2026 Spring Planning Session, the Commission directed staff to establish a new Capital Reserve Fund to support long-term capital planning and reduce volatility associated with major building repairs and replacements.

The primary funds in this year’s budget are:

- General Fund
- Administration Fund
- Capital Reserve Fund
- Bridge Operations Fund
- Bridge Replacement Fund
- Bi-State Bridge Fund

Each of these funds and their respective departments is discussed in detail in the sections that follow.

GENERAL FUND (17.52 FTEs)

The General Fund serves as the operational fund for most of the Port’s asset centers. This includes revenues from property taxes, lease income, interest, airport operations, marina activities, event site passes, and parking fees. All Port operational income—excluding bridge revenue—is collected in the General Fund. The Port receives approximately \$105,000 annually from its permanent property tax levy.

This is the first fiscal year in which the General Fund does not include a transfer from the Bridge Operations Fund. In prior years, the Port allocated a portion of toll revenue to support non-bridge-related activities. The FY 2025–26 budget included a \$2 million transfer for this purpose.

GENERAL FUND					
		B FY26	E FY26	B FY27	B %Δ
REV		\$4,071,900	\$3,957,904	\$4,548,209	12%
EXP					
	PS	\$392,788	\$298,241	\$55,000	-86%
	M&S	\$2,018,600	\$1,752,437	\$2,088,508	3%
	OH	\$2,679,386	\$2,206,812	\$2,756,832	3%
	DS	\$95,000	\$67,200	\$70,000	-26%
	SUB	\$5,185,774	\$4,324,690	\$4,970,340	-4%
NOI		(\$1,113,874)	(\$366,786)	(\$422,131)	62%
NNOI		(\$5,445,940)	(\$868,767)	(\$825,250)	85%
NETΔ		(\$6,559,814)	(\$1,235,553)	(\$1,247,381)	81%
BFB		\$13,500,000	\$13,832,000	\$14,500,000	
EFB		\$6,940,186	\$12,596,447	\$13,252,619	

The Port continues to receive payment from the Mt. Hood Railroad for a small irregular parcel along the old rail line. The land was sold in 2024 for \$110,000, with the final payment scheduled for 2031. The Port expects to receive \$21,550 in FY 2026–27 per the sales agreement.

At their October 2024 regular meeting, the Commission formed a 501(c)(3) nonprofit to support waterfront recreation and airport-related initiatives. While last year’s budget included a \$71,000 special expenditure to initiate a license plate program, the Foundation deferred implementation pending further clarity on priority projects. This budget includes a contribution to the Foundation should the Board elect to proceed.

Within the General Fund, operations are divided among six departments:

- Industrial Buildings / Land
- Commercial Buildings
- Airport
- Marina Basin
- Waterfront Recreation
- Parking

INDUSTRIAL BUILDINGS / LAND DEPARTMENT (7.34 FTEs)

This department manages all revenue and expenditures related to the following properties: Big 7, Halyard, Jensen, Maritime, Timber Incubator, Wasco Complex, Lot 1, Waterfront Transportation, and Lower Hanel

Mill. The Lower Hanel Mill site will be removed from this inventory, but the Port Commission has purchased two new industrial buildings on Wasco Court for future investment purposes and for relocation purposes.

INDUSTRIAL PROPERTIES DEPT.					
		B FY26	E FY26	B FY27	B %Δ
REV		\$2,478,600	\$2,357,173	\$2,772,711	12%
EXP					
	PS	\$42,297	\$42,444	\$0	-100%
	M&S	\$1,187,800	\$1,089,304	\$1,336,349	13%
	OH	\$856,904	\$667,894	\$986,301	15%
	SUB	\$2,087,001	\$1,799,642	\$2,322,650	11%
NOI		\$391,599	\$557,531	\$450,061	15%

Big 7:

Last year, the Commission decided to take the Big 7 building off the market and focus on lease-up to increase revenue. Current tenants include

Wolf Ceramics, Blue Mountain, Industrial Street Studios, Alpine Seas, Clay Commons, and Northshore Watersports. Management projects the building will be approximately 90% occupied by the end of June. The building requires an estimated \$530,000 in stormwater repairs, which will be funded through the General Fund. While classified as a Type C building, Big 7 continues to attract an artistic, “old world” tenant base. The property will require ongoing capital investment, and the Commission will continue to monitor its long-term performance. Notably, net operating income is projected to be positive (\$29,000) for the first time in many years.

Lower Hanel Mill:

This budget assumes the Port will receive approximately \$3.2 million from the sale of the Lower Hanel Mill property to Amazon’s developer, Ambrose, with closing anticipated by June 2026. As a result, the asset is expected to be removed from the Port’s portfolio in FY27. At Fall Planning, the Commission directed that \$500,000 of the proceeds be set aside for the airport terminal project, with the remaining \$2.7 million allocated toward waterfront transportation infrastructure, consistent with the 2018 Real Estate Asset Strategy Report.

Waterfront Transportation:

The FY27 budget includes funding for design, engineering, and right-of-way activities for the Waterfront Roads Infrastructure projects, including the 2nd Street/Riverside Dr. roundabout and 1st St. realignment. Total FY27 expenditures are approximately \$1.56 million, including \$1.0 million in Port-funded work for Phase I and \$555,000 for Phase II, partially offset by a \$440,000 BUILD planning grant. Construction is anticipated to begin in FY28. These improvements are necessary to unlock the highest level of waterfront development, consistent with ODOT traffic study findings, and include coordination with Columbia Area Transit (CAT) for a future bus hub.

Wasco Court Properties:

The FY27 budget includes \$885,000 for the renovation of the Wasco Court properties, following their acquisition in FY26 for \$2.4 million. These buildings will serve as the future home of Port Administration and Facilities Operations, ensuring continuity of operations during the bridge replacement project and establishing a long-term operational headquarters. The project will be delivered using a CM/GC process, with construction anticipated to begin in fall 2026 and completion targeted for June 2027. The FY27 budget reflects \$1.5 million in bridge right-of-way proceeds alongside the remaining renovation costs.

Other Buildings:

All remaining properties within the Industrial Properties Department include capital placeholders totaling approximately \$95,000 for needed replacements and capital improvements. In addition, each property will begin making annual transfers to the Capital Reserve Fund as part of their operating costs, supporting long-term replacement needs. Despite these added expenses, the Industrial Properties Department is projected to generate approximately \$450,000 in positive net operating income, reflecting improved occupancy levels and continued strength in lease revenues across the portfolio.

COMMERCIAL BUILDINGS DEPARTMENT (1.67 FTEs)

The Commercial Properties Department includes Marina West, Marina East, the Port Office Building, and Marina Basin commercial redevelopment. These assets are projected to generate approximately \$178,000 in operating revenue against \$304,000 in operating expenses, resulting in a net operating loss of approximately (\$125,000) in FY 2026–27. No capital outlay is budgeted for these properties this year. Marina East is expected to transition as the DMV relocates to the Wasco Court facility by the end of FY27, while the Port Office Building continues to function as a cost center supporting other operating assets. Long-term strategy for the Marina properties anticipates redevelopment through a ground lease model generating revenue for the Port in FY29.

COMMERCIAL PROPERTIES DEPT.					
		B FY26	E FY26	B FY27	B %Δ
REV		\$269,700	\$216,538	\$178,298	-34%
EXP					
	PS	\$7,845	\$7,845	\$0	-100%
	M&S	\$135,900	\$96,079	\$64,559	-52%
	OH	\$261,849	\$216,119	\$239,054	-9%
	SUB	\$405,594	\$320,043	\$303,613	-25%
NOI		(\$135,894)	(\$103,505)	(\$125,315)	8%

AIRPORT DEPARTMENT (1.34 FTEs)

The FY 2027 budget reflects continued investment in the Airport to support long-term financial sustainability. Operating revenue is projected at \$374,400, including approximately \$55,000 in new revenue from the completion and lease-up of the T-hangar project. Capital outlay totals approximately \$937,000, including \$689,000 for design and engineering of the terminal building and \$150,000 for final closeout of the T-hangars, partially offset by \$735,000 in grant funding. An additional \$98,000 is budgeted to prepare sites along Jeanette Road and Airport Drive for future land leases. The terminal project will continue advancing through design in FY27. The Airport is projected to operate at a net operating loss of approximately (\$169,000) in FY27. Overhead at the Airport will go down after project completion. The goal is to get the airport breaking even by the end of the decade.

AIRPORT DEPT.					
		B FY26	E FY26	B FY27	B %Δ
REV		\$312,200	\$198,857	\$374,400	20%
EXP					
	PS	\$15,060	\$11,086	\$0	-100%
	M&S	\$200,150	\$212,007	\$229,150	14%
	OH	\$380,826	\$318,911	\$314,530	-17%
	SUB	\$596,036	\$542,004	\$543,680	-9%
NOI		(\$283,836)	(\$343,147)	(\$169,280)	40%

MARINA BASIN DEPARTMENT (3.12 FTEs)

The Marina Basin Department continues to operate at a deficit; however, financial performance is improving. For FY 2027, operating revenue is projected at \$515,300 against \$723,600 in operating expenses, resulting in a net operating loss of approximately (\$208,000), an improvement of nearly \$300,000 compared to the FY 2026 budgeted loss of (\$505,000). Year-to-date performance in FY26 further reflects this positive trend, with operations currently outperforming budget. Non-operating expenses in FY27 include \$20,000 for a marina basin study and \$10,000 for irrigation improvements, which are not offset by grant funding and are excluded from operating results.

MARINA BASIN DEPT.					
		B FY26	E FY26	B FY27	B %Δ
REV		\$449,900	\$494,836	\$515,300	15%
EXP					
	PS	\$145,196	\$145,196	\$0	-100%
	M&S	\$171,250	\$125,379	\$170,250	-1%
	OH	\$543,440	\$207,284	\$483,354	-11%
	DS	\$95,000	\$67,200	\$70,000	-26%
	SUB	\$954,886	\$545,059	\$723,604	-24%
NOI		(\$504,986)	(\$50,223)	(\$208,304)	59%

WATERFRONT RECREATION DEPARTMENT (2.13 FTEs)

The Waterfront Recreation Department continues to operate as a governmental activity and is not expected to be self-supporting. Operating revenue remains unchanged at \$57,500 in both FY26 and FY27, reflecting stable but limited event and concession activity. Operating expenses are projected to decrease slightly,

resulting in an improvement in net operating income from (\$528,639) to (\$501,617). Total net loss improves more significantly—from (\$717,639) to (\$646,617)—due primarily to reduced non-operating expenditures, including a lower level of capital investment. While modest gains are reflected in the FY27 budget, the program continues to rely on support from revenue-generating assets to sustain operations.

WATERFRONT RECREATION DEPT.					
		B FY26	E FY26	B FY27	B %Δ
REV		\$36,500	\$53,500	\$57,500	58%
EXP					
	PS	\$67,540	\$59,086	\$0	-100%
	M&S	\$184,500	\$125,331	\$146,000	-21%
	OH	\$313,099	\$620,054	\$413,117	32%
	SUB	\$565,139	\$804,471	\$559,117	-1%
NOI		(\$528,639)	(\$750,971)	(\$501,617)	5%

Safety-related projects in the current budget include:

- \$45,000 for Event Site dock reconstruction
- \$100,000 for Nichols Seawall pavement repair

Grant-dependent projects include:

- \$30,000 for Marina Beach Signage
- \$20,000 for Event Site landscaping
- \$20,000 for Nichols Basin landscaping

PARKING DEPARTMENT (1.93 FTEs)

The Parking Department continues to be a strong revenue-generating program and a key funding source for waterfront operations. Operating revenue is projected to increase from \$525,000 in FY26 to \$650,000 in FY27, reflecting the full-year impact of the 130 new parking spaces added in FY26. Operating expenses are projected to decrease from \$577,118 to \$517,676, primarily due to lower personal services costs. As a result, net operating income improves from a budgeted loss of (\$52,118) in FY26 to a positive \$132,324 in FY27. The program now aligns with the City of Hood River’s parking app, improving the user experience. With capital expansion completed, the program transitions to a steady-state operating model and is expected to generate consistent positive cash flow to support waterfront recreation.

PARKING DEPT.					
		B FY26	E FY26	B FY27	B %Δ
REV		\$525,000	\$637,000	\$650,000	24%
EXP					
	PS	\$114,850	\$32,584	\$55,000	-52%
	M&S	\$139,000	\$104,337	\$142,200	2%
	OH	\$323,268	\$176,550	\$320,476	-1%
	SUB	\$577,118	\$313,471	\$517,676	-10%
NOI		(\$52,118)	\$323,529	\$132,324	354%

ADMINISTRATION FUND

The Port’s Administration Fund is an Internal Service Fund (ISF). ISFs enable governmental agencies to present overhead departments in full and allocate associated costs to the departments or funds that utilize those services. This approach enhances transparency and allows department managers to more effectively oversee their budgets.

A key challenge of using an ISF is the potential for “double counting” costs in the budget. The direct costs of the departments are recorded in the ISF itself, while cost/profit centers also reflect the amounts they are charged for ISF services. To prevent duplication in high-level reporting, the ISF is excluded from government-wide financial statements prepared at year-end. References to full-time equivalents (FTEs) in this message also exclude Administration Fund positions to avoid duplication.

The FY27 organizational structure reflects a streamlined, director-led model that separates capital development from asset operations, reduces staffing by 2.0 FTE, and improves efficiency, accountability, and long-term financial sustainability without increasing overall costs. As part of the reorganization, the former

Maintenance Department has been restructured into Asset Management, now under the Director of Real Estate and Asset Management, and a new Capital Development and Planning department has been formalized to lead long-range planning and capital project delivery. Facilities functions now report through Asset Management, while the Waterfront Coordinator role has been aligned under Capital Development and Planning to better integrate operations with capital planning.

The Administration Fund includes the following departments and responsible positions:

- Executive/Contracting – Executive Director
- Communications/Information Technology – Executive Assistant and Finance Director
- Finance/Accounting/General Office – Finance Director
- Human Resources/Payroll – Finance Director
- Insurance/Risk/Safety – Finance Director
- Asset Management – Director of Real Estate
- Capital Development – Director of Capital Development

Allocations are determined using methodologies such as FTE counts, property values, total expenditures, and time allocations, and are reviewed annually. For FY27, a Consumer Price Index (CPI) of **2.62%** has been applied to salaries and wages, and **3.0%** to materials and services. A \$550,000 contingency is budgeted to address unforeseen economic challenges, consistent with the prior year. Overall, the Administration Fund reflects an expenditure increase of approximately 5%.

The Port Commission is currently updating its Strategic Business Plan. The budget includes a \$75,000 grant from Business Oregon (OBDD) and \$125,000 in total expenditures for this effort, with the balance allocated across asset centers.

The Administration Fund also receives revenue from the Hood River–White Salmon Bridge Authority (HRWSBA) through grant reimbursements (budgeted at \$55,000) for administrative support services, primarily in finance. The Port’s Executive Director and Finance Director currently serve as the HRWSBA’s Interim Executive Director and Interim Finance Director.

Lastly, an \$85,000 placeholder has been budgeted for potential equipment or vehicle replacement facilities during the fiscal year. Recent fleet purchases included a Ford truck (\$43,000) and a used Chevrolet Equinox (\$20,000) in FY25; no vehicle purchases are assumed in FY26, and current fleet capacity is considered sufficient following the organizational restructuring.

CAPITAL RESERVE FUND

The Capital Reserve Fund is a type of Capital Projects Fund established to accumulate resources for the repair, replacement, and preservation of the Port’s buildings. This new fund is intended to reduce financial volatility associated with large, irregular capital expenditures by shifting from a “pay-as-you-go” approach in a single fiscal year to a structured, long-term funding strategy. By segregating these resources, the Port is able to present more consistent operating results while ensuring that adequate funding is available for future capital needs. In past years, each building had a budgeted capital outlay amount even if there was no need to replace a building system.

Funding for the Capital Reserve Fund is derived from annual transfers from the General Fund, based on each building’s estimated replacement cost and useful life. Contributions are allocated by building and are intended to approximate a straight-line funding model over the life of the asset, adjusted periodically for inflation and updated cost assumptions. This methodology aligns annual operating contributions with long-term capital requirements, improving transparency in the Port’s financial planning. These contributions are reflected in each building’s operating budget as a Materials and Services expense. Capital projects on the bridge will continue to be done out of the Bridge Operations Fund.

For this inaugural fiscal year, we will be transferring \$2500 for Big 7, \$25k for Halyard, \$38k for Jensen, \$6000 for Timber Incubator, and \$30k for the Wasco buildings. In time, Capital Improvement Plans (CIP) for each building will be completed so these numbers will likely be refined in subsequent years as planning is completed.

BRIDGE FUND (7.49 FTEs)

The Bridge Fund is an enterprise fund that collects toll revenue, cable crossing lease fees, and income from the proprietary BreezeBy system. For FY27, total toll revenue is projected at \$9,476,200, reflecting stabilization following the September 2023 toll increase, with modest growth over prior year collections. Of this amount, \$3,828,400 is budgeted to be deposited into the Hood River White Salmon Bridge Authority (HRWSBA) account to build reserves for the anticipated TIFIA loan. Consistent with Res. No. 2022-23-14, this budget includes no transfer to the General Fund, as toll revenues will be restricted to bridge-related purposes beginning July 1, 2026. A \$1 million contingency is also included to address unforeseen maintenance or operational needs.

BRIDGE FUND					
		B FY26	E FY26	B FY27	B %Δ
REV		\$9,515,200	\$11,951,050	\$9,618,200	1%
EXP					
	PS	\$337,380	\$317,587	\$433,542	29%
	M&S	\$1,346,000	\$1,669,829	\$1,984,126	47%
	OH	\$944,556	\$1,300,113	\$974,244	3%
	SUB	\$2,627,936	\$3,287,529	\$3,391,912	29%
NOI		\$6,887,264	\$8,663,521	\$6,226,288	-10%
NNOI		(\$9,209,600)	(\$5,712,390)	(\$7,296,400)	21%
NETΔ		(\$2,322,336)	\$2,951,131	(\$1,070,112)	54%
BFB		\$5,000,000	\$5,384,312	\$5,000,000	
EFB		\$2,677,664	\$8,335,443	\$3,929,888	

OPERATIONS DEPARTMENT

This department oversees administrative and tolling support for the bridge and the BreezeBy system. The FY27 budget includes \$110,000 in capital investment, consisting of \$35,000 for enhancements to the Twilio customer communication platform and \$75,000 to upgrade the WRTO system to improve interoperability with Oregon and Washington tolling systems. These investments are intended to enhance customer service, improve system reliability, and support regional integration.

The Port has extended a \$1 million interest-free loan to the Hood River White Salmon Bridge Authority (HRWSBA) to support non-reimbursable expenses, primarily government affairs activities. Approximately \$300,000 remains available to the Authority in FY27. The loan will not be repaid until the new bridge is operational.

MAINTENANCE DEPARTMENT

This department is responsible for the upkeep and safe operation of the existing bridge, including engineering, structural repairs, and contract maintenance services. The FY 2026–27 capital program totals approximately \$2.3 million and includes a range of preservation and risk mitigation projects such as steel repairs, painting, embankment stabilization, deck welding, and mechanical and electrical inspections. The program also includes funding for operational training, machinery risk assessment, and development of updated operations and maintenance manuals. Professional services are increased in FY27 to support additional engineering analysis and staff training. All work is guided by the Port’s 12-year Capital Improvement Plan, which prioritizes maintaining the bridge in a safe and operable condition through the transition to replacement. Bi-annual bridge inspections continue to indicate the bridge is structurally sound; hence, weight restrictions are not necessary at this time.

BRIDGE REPLACEMENT FUND

The Bridge Replacement Fund is a special revenue fund that has received state and federal appropriations to support the design and permitting phase of the replacement bridge project. In March 2024, the Port and the

Hood River White Salmon Bridge Authority (HRWSBA or “BA”) executed an Intergovernmental Agreement (IGA) transferring all feasible contracts to the BA.

At the start of FY 2026-27, this fund includes only the remaining \$2.5-million from the 2021 Oregon ARPA grant. All other grants received in the Port’s name have been expended. Because this grant could not be reassigned to the BA, these funds will be expended by the Port on eligible engineering costs. Upon full expenditure—anticipated during the FY 2026-27—the fund will be closed. At that point, all financing for the bridge replacement project will transition to the HRWSBA.

BI-STATE BRIDGE REPLACEMENT FUND

This special revenue fund was established to receive toll revenue generated from the September 2023 rate increase. Per Resolution No. 2023-24-01, these tolls are restricted for the purpose of capitalizing the reserves required for federal toll-backed bonds. The long-term goal is to accumulate \$20-25 million to support a bond issuance in excess of \$100 million. Just under \$10-million will have been transferred into the HRWSBA account by June 30, 2026.

The toll adjustment was proposed by the Bi-State Working Group (the precursor to the HRWSBA) and is governed by the March 2024 IGA. Transfers are made periodically from the Port’s Bridge Fund into the Bi-State Replacement Fund to increase transparency before being deposited into a BA-controlled account in accordance with the agreement.

The Finance Director anticipates that an additional \$3.848 million will be deposited into the BA’s account in FY 2026-27.

CONCLUSION

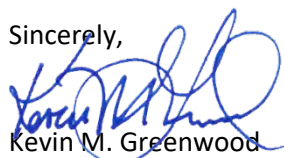
The resources and requirements presented in this proposed budget reflect the collective work of Port staff, guided by the direction of the Port Commission and input from departmental directors. Each fund and program has been carefully evaluated to align with the Port’s goals of operational sustainability, financial transparency, and strategic investment.

This proposed budget also reflects a significant transition year for the Port, as it plans for the long-term separation of toll revenue from non-bridge operations and continues to shift responsibility for the replacement bridge effort to the Hood River White Salmon Bridge Authority. Despite challenges, the Port remains fiscally responsible and forward-looking.

As members of the Budget Committee, you may review and adjust these figures. Once adopted, the Port Commission may not alter the approved budget by more than 10% without holding a supplemental budget process.

I would like to thank the Port Commission and Port staff for their commitment and contributions during this time of change. The Commission has volunteered hundreds of hours this past year, and through our shared efforts, the Port is well-positioned to meet both immediate needs and future opportunities.

Sincerely,

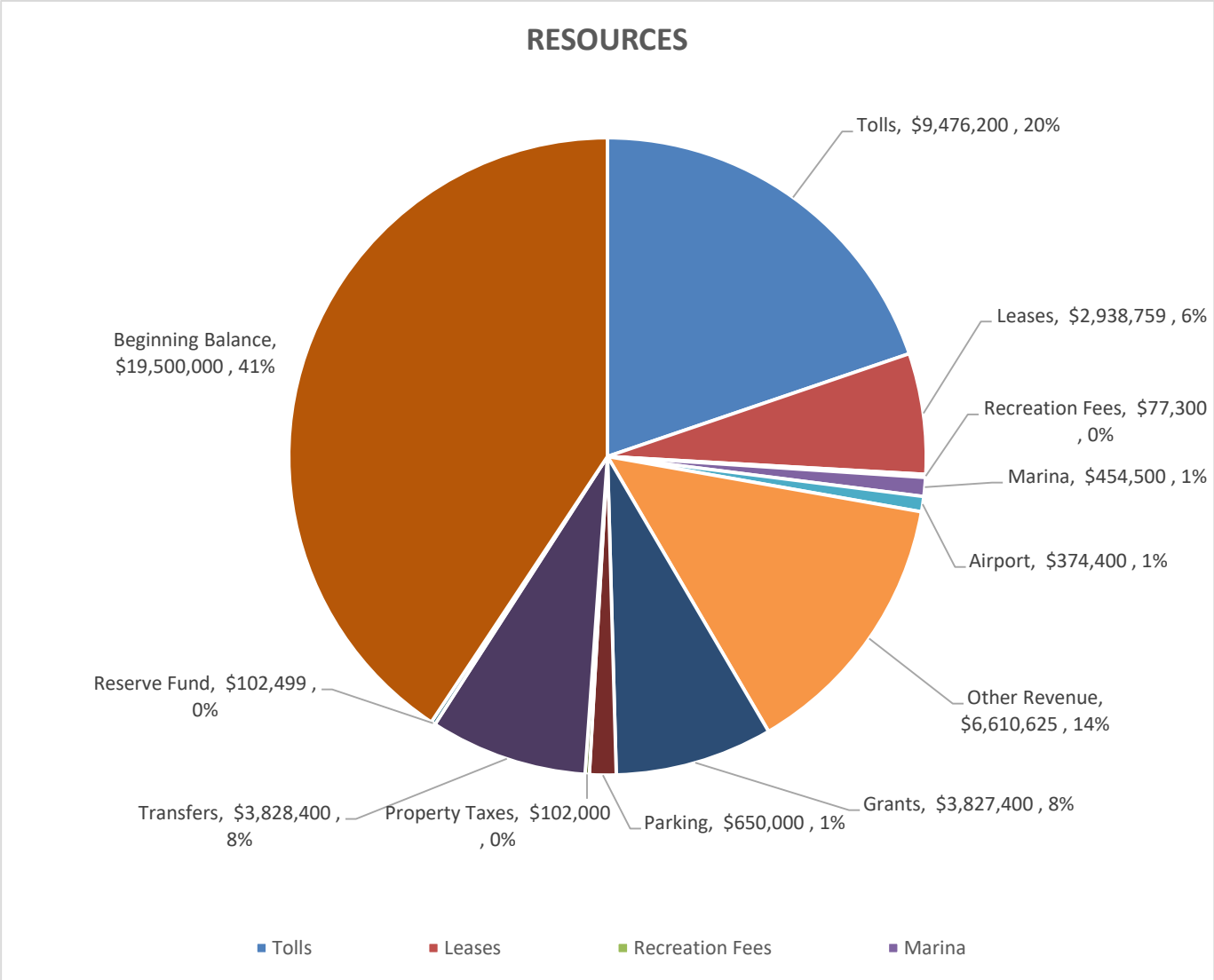


Kevin M. Greenwood

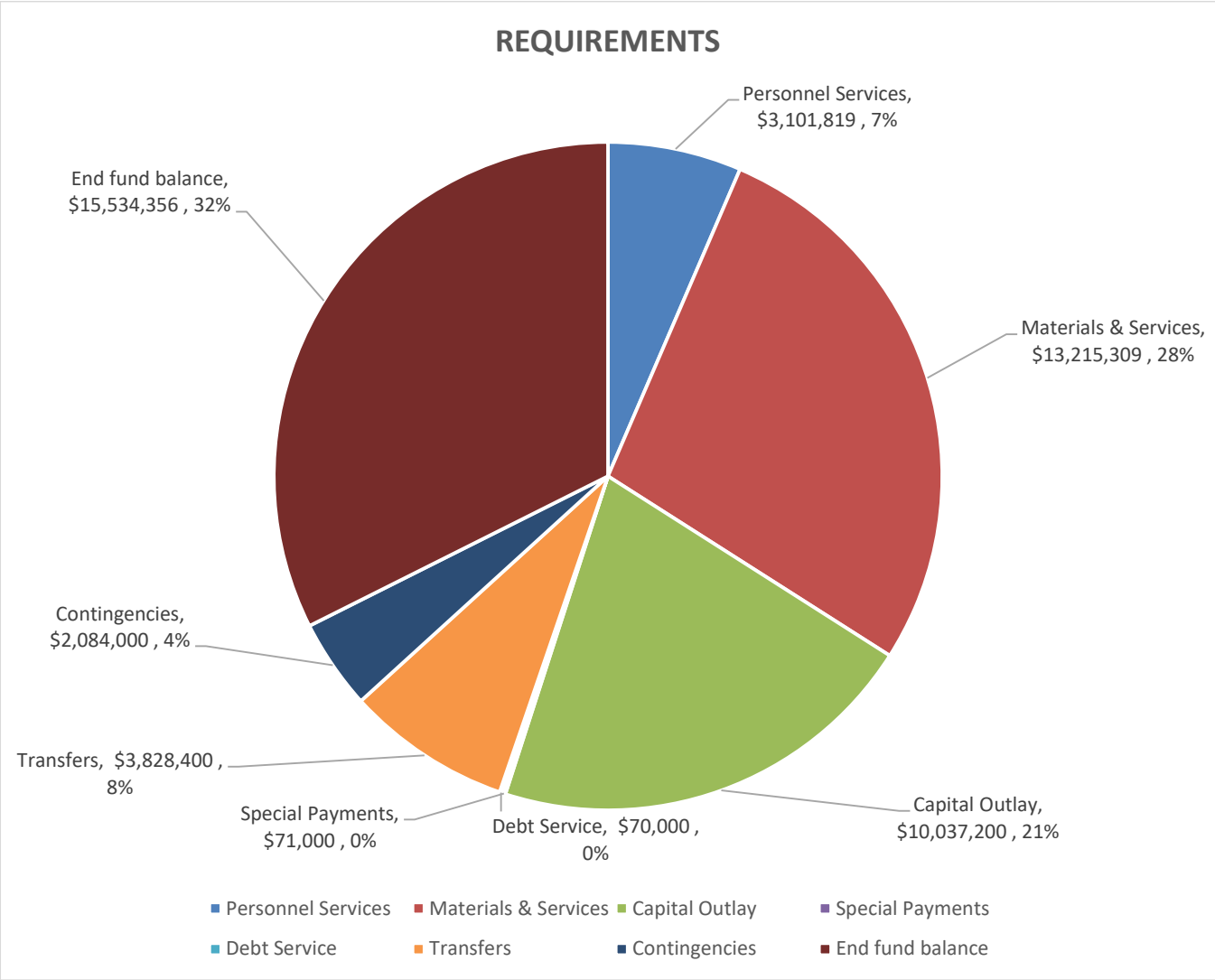
Executive Director/Budget Officer

GRAPHS

**PORT OF HOOD RIVER
RECOMMENDED FOR ADOPTION BUDGET FY 2026-27**



**PORT OF HOOD RIVER
PROPOSED BUDGET FY 2026-27**



BUDGET STATEMENTS

- GENERAL FUND
 - BRIDGE FUND
- BRIDGE REPLACEMENT FUND
 - BI-STATE BRIDGE FUND
 - ADMINISTRATION FUND
 - CAPITAL RESERVE FUND

GENERAL FUND

The General Fund is the Port's primary operating fund. This fund accounts for the revenues and expenditures related to the Port's industrial and commercial property, both developed and undeveloped. It also accounts for the Port's marina and airport, which operate as commercial activities, along with the Port's waterfront parkland, which operates as a governmental activity.

Revenues for this fund include rental income from industrial and commercial property, grants for assessing undeveloped property, grants for the airport, along with airport hangar rental and marina moorage rentals. Property tax is included in this fund but is a small portion of the Port's overall revenue.

For Fiscal Year 2026-27 there are two staff directly charged to the General Fund, parking enforcement (2 half-time employees accounting for 1 FTE). All other staff working on General Fund activities are charged through internal service charges.

Prior to fiscal year 2024-2025, this fund was the basis of the Revenue Fund. For fiscal year 2024-2025, Bridge operations were removed from the Revenue Fund and some formerly "General Fund" activities were added to create this "new" General Fund.

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED		RESOURCES		BUDGET FY 2026-27		TO BE
2 YRS PRIOR*	1YR PRIOR	BUDGET				PROPOSED	APPROVED	ADOPTED
FY 2023-24	FY 2024-25	FY 2025-26						
\$ 12,044,217	\$ 12,044,217	\$ 13,500,000	BEGINNING FUND BALANCE (BUDGETARY BASIS)	\$	14,500,000	\$	14,500,000	\$ 14,500,000
641,050	587,818	400,000	INTEREST		250,000		250,000	250,000
95,634	99,069	100,000	PROPERTY TAXES		102,000		102,000	102,000
-	508	-	MISCELLANEOUS		-		-	-
-	-	8,000,000	PROCEEDS FROM SALE OF PROPERTY		-		-	-
34,250	22,770	21,660	LOWER MILL SALE OF RAILROAD PROPERTY		20,550		20,550	20,550
-	2,114,826	2,000,000	TRANSFER IN FROM BRIDGE FUND		-		-	-
\$ 12,815,151	\$ 14,869,208	\$ 24,021,660	TOTAL UNALLOCATED RESOURCES		\$ 14,872,550		\$ 14,872,550	\$ 14,872,550

INDUSTRIAL PROPERTY

<i>Big 7 Building - 3101</i>								
-	120,548	250,000	LEASE INCOME		227,500		227,500	227,500
42,271	70,280	45,000	ADDITIONAL FEES		105,000		105,000	105,000
-	-	9,000	PROPERTY TAX		25,125		25,125	25,125
2,400	-	350,000	OTHER		-		-	-
\$ 44,671	\$ 190,828	\$ 654,000	TOTAL BIG 7 BUILDING		\$ 357,625		\$ 357,625	\$ 357,625
<i>Halyard Building - 3110</i>								
879,111	894,843	935,000	LEASE INCOME		380,000		380,000	380,000
-	-	-	ADDITIONAL FEES		510,000		510,000	510,000
\$ 879,111	\$ 894,843	\$ 935,000	TOTAL HALYARD BUILDING		\$ 890,000		\$ 890,000	\$ 890,000
<i>Jensen Property - 3120</i>								
473,955	490,283	575,000	LEASE INCOME		506,062		506,062	506,062
172,730	93,554	3,000	ADDITIONAL FEES		194,375		194,375	194,375
\$ 646,685	\$ 583,837	\$ 578,000	TOTAL JENSEN PROPERTY		\$ 700,436		\$ 700,436	\$ 700,436
<i>Maritime Building - 3130</i>								
407,636	419,643	420,000	LEASE INCOME		374,000		374,000	374,000
-	-	-	ADDITIONAL FEES		65,000		65,000	65,000
3,125	3,525	-	MISC		-		-	-
\$ 410,761	\$ 423,168	\$ 420,000	TOTAL MARITIME BUILDING		\$ 439,000		\$ 439,000	\$ 439,000
<i>Timber Incubator Property - 3140</i>								
86,033	87,052	88,000	LEASE INCOME		89,800		89,800	89,800
8,501	9,919	7,500	REIMBURSABLE UTILITIES		7,500		7,500	7,500
7,982	8,221	6,100	PROPERTY TAXES		9,100		9,100	9,100
\$ 102,516	\$ 105,192	\$ 101,600	TOTAL TIMBER INCUBATOR PROPERTY		\$ 106,400		\$ 106,400	\$ 106,400
<i>Wasco Loop - 3150</i>								
279,373	47,860	140,000	LEASE INCOME		210,000		210,000	210,000
\$ -	\$ 47,860	\$ 140,000	TOTAL WASCO		\$ 210,000		\$ 210,000	\$ 210,000

Wasco Court (200) - 3160

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED	RESOURCES			
2 YRS PRIOR*	1YR PRIOR	BUDGET	BUDGET FY 2026-27		TO BE	
FY 2023-24	FY 2024-25	FY 2025-26	PROPOSED	APPROVED	ADOPTED	
						OTHER INCOME
\$ -	\$ -	\$ -	1,500,000	1,500,000	1,500,000	TOTAL WASCO COURT (200)
						<i>Wasco Court (211) - 3170</i>
						LEASE INCOME
\$ -	\$ -	\$ -	63,250	63,250	63,250	TOTAL WASCO COURT (211)
						<i>Lot 1 - 3201</i>
5,910	12,277	6,700				SPECIAL EVENTS
153,017	-	-	6,000	6,000	6,000	
\$ 158,927	\$ 12,277	\$ 6,700	3	-	-	TOTAL LOT 1
						<i>Waterfront Transportation - 3210</i>
						INCOME FROM GRANTS
-	200,292	169,000	440,000	440,000	440,000	TOTAL WATERFRONT TRANSPORTATION
\$ -	\$ 200,292	\$ 169,000	\$ 440,000	\$ 440,000	\$ 440,000	
						<i>Lower Mill - 3203</i>
29,278	-	-				LEASE INCOME
\$ 29,278	\$ -	\$ -	\$ -	\$ -	\$ -	TOTAL LOWER MILL
\$ 2,271,949	\$ 2,458,297	\$ 3,004,300	\$ 4,712,711	\$ 4,712,711	\$ 4,712,711	TOTAL INDUSTRIAL PROPERTY
						COMMERCIAL BUILDINGS
						<i>Marina West - 3310</i>
44,694	35,111	51,000				LEASE INCOME
5,355	-	-	16,700	16,700	46,700	REIMBURSABLE UTILITIES
\$ 50,049	\$ 35,111	\$ 51,000	\$ -	\$ -	\$ -	TOTAL MARINA WEST
						<i>Marina East - 3301</i>
49,546	17,881	51,000				LEASE INCOME
15,714	7,267	-	6,048	6,048	33,048	REIMBURSABLE UTILITIES
-	-	1,700	-	-	-	PROPERTY TAX
\$ 65,260	\$ 25,148	\$ 52,700	\$ 6,048	\$ 6,048	\$ 33,048	TOTAL MARINA OFFICE BUILDING
						<i>Port Office - 3320</i>
48,550	85,000	166,000				LEASE INCOME
-	-	500,000	155,550	155,550	155,550	OTHER SOURCES
\$ 48,550	\$ 85,000	\$ 666,000	\$ -	\$ -	\$ -	TOTAL PORT OFFICE
\$ 163,859	\$ 145,259	\$ 769,700	\$ 178,298	\$ 178,298	\$ 235,298	TOTAL COMMERCIAL BUILDINGS
						AIRPORT - 4100
169,987	181,354	182,000				T-HANGARS LEASES INCOME
60,461	67,192	90,000	268,000	268,000	268,000	OTHER HANGARS
32,859	23,033	25,000	64,000	64,000	64,000	LAND LEASES
20,351	26,942	11,000	22,000	22,000	22,000	REIMBURSED UTILITIES
1,370	2,291	4,200	13,000	13,000	13,000	PROPERTY TAX
			2,400	2,400	2,400	

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED	RESOURCES				
2 YRS PRIOR*	1YR PRIOR	BUDGET			BUDGET FY 2026-27		TO BE
FY 2023-24	FY 2024-25	FY 2025-26			PROPOSED	APPROVED	ADOPTED
151,143	130,557	1,325,000	GRANT		735,400	735,400	735,400
15,221	5,856	5,000	MISCELLANEOUS		5,000	5,000	5,000
\$ 451,392	\$ 437,225	\$ 1,642,200	TOTAL AIRPORT		\$ 1,109,800	\$ 1,109,800	\$ 1,109,800
MARINA BASIN							
<i>Marina Moorage - 5101</i>							
308,725	338,534	329,000	MOORAGE SLIP LEASE INCOME		375,000	375,000	375,000
68,595	68,226	68,000	MOORAGE ASSESSMENT		68,000	68,000	68,000
8,718	8,564	11,000	REIMBURSABLE UTILITIES		10,000	10,000	10,000
1,675	1,721	1,500	PROPERTY TAX REIMBURSEMENT		1,500	1,500	1,500
155,756	2,505	20,000	GRANT/OTHER SOURCES		20,000	20,000	20,000
\$ 543,469	\$ 419,550	\$ 429,500	TOTAL MARINA MOORAGE		\$ 474,500	\$ 474,500	\$ 474,500
<i>Boat Launch - 5102</i>							
-	7,339	7,000	STATE MARINE BOARD/OTHER		7,000	7,000	7,000
\$ -	\$ 7,339	\$ 7,000	TOTAL BOAT LAUNCH		\$ 7,000	\$ 7,000	\$ 7,000
<i>Jetty/Cruise Ship Dock - 5103</i>							
18,200	21,050	19,700	CRUISE SHIPS		24,000	24,000	24,000
\$ 18,200	\$ 21,050	\$ 19,700	TOTAL JETTY/CRUISE SHIP DOCK		\$ 24,000	\$ 24,000	\$ 24,000
<i>Seasonal Dock - 5104</i>							
-	-	20,500	MISCELLANEOUS-Transient dock		10,000	10,000	10,000
\$ -	\$ -	\$ 20,500	TOTAL SEASONAL DOCK		\$ 10,000	\$ 10,000	\$ 10,000
<i>Marina Green Park - 5105</i>							
8,896	17,098	8,400	SHOP BUILDING #3		8,500	8,500	8,500
1,140	715	1,200	UTILITIES		1,400	1,400	1,400
13,655	11,025	8,000	CONCESSIONS/OTHER		8,000	8,000	8,000
716	-	1,200	SHOWERS		-	-	-
3,000	8,985	1,900	SPECIAL EVENTS		1,900	1,900	1,900
\$ 27,407	\$ 37,823	\$ 20,700	TOTAL MARINA GREEN PARK		\$ 19,800	\$ 19,800	\$ 19,800
\$ 589,076	\$ 485,762	\$ 497,400	TOTAL MARINA BASIN		\$ 535,300	\$ 535,300	\$ 535,300
WATERFRONT RECREATION							
<i>Event Site - 6101</i>							
29,100	32,700	20,000	EVENT SITE SPECIAL EVENTS		20,000	20,000	20,000
22,880	21,277	21,000	MISCELLANEOUS/CONCESSIONS		21,000	21,000	21,000
-	5,450	70,000	GRANT		50,000	50,000	50,000
\$ 51,980	\$ 59,427	\$ 111,000	TOTAL EVENT SITE		\$ 91,000	\$ 91,000	\$ 91,000
<i>Nichols Basin - 6102</i>							
-	1,025	-	SAILING SCHOOLS/CONCESSION/SPECIAL EVENTS		-	-	-
4,993	3,274	5,000	NICHOLS CONCESSION/SPECIAL EVENTS/LEASE		5,000	5,000	5,000

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED BUDGET FY 2025-26	RESOURCES	BUDGET FY 2026-27		TO BE ADOPTED
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25			PROPOSED	APPROVED	
-	-	20,000	GRANT	20,000	20,000	20,000
\$ 4,993	\$ 4,299	\$ 25,000	TOTAL NICHOLS BASIN	\$ 25,000	\$ 25,000	\$ 25,000
			<i>Hook - 6103</i>			
9,916	10,637	8,000	SAILING SCHOOLS/CONCESSION/SPECIAL EVENTS	8,000	8,000	8,000
\$ 9,916	\$ 10,637	\$ 8,000	TOTAL HOOK	\$ 8,000	\$ 8,000	\$ 8,000
			<i>Spit - 6104</i>			
4,471	4,588	3,500	SAILING SCHOOLS/CONCESSION/SPECIAL EVENTS	3,500	3,500	3,500
\$ 4,471	\$ 4,588	\$ 3,500	TOTAL SPIT	\$ 3,500	\$ 3,500	\$ 3,500
\$ 71,360	\$ 78,951	\$ 147,500	TOTAL WATERFRONT RECREATION	\$ 127,500	\$ 127,500	\$ 127,500
			PARKING - 8000			
416,385	178,350	200,000	ANNUAL PASSES	225,000	225,000	225,000
-	307,808	325,000	DAILY PAYMENTS	400,000	400,000	400,000
-	12,743	-	FINES	25,000	25,000	25,000
\$ 416,385	\$ 498,901	\$ 525,000	TOTAL PARKING	\$ 650,000	\$ 650,000	\$ 650,000
\$ 16,779,172	\$ 18,973,603	\$ 30,607,760	TOTAL RESOURCES	\$ 22,186,159	\$ 22,186,159	\$ 22,243,159

* Historical information is presented for FY 2023-24 in these schedules for information only. Historical information for Oregon Budget Law is presented in Appendix A

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED BUDGET FY 2025-26	EXPENDITURES			
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS	BUDGET FY 2026-27		TO BE ADOPTED	
			PROPOSED	APPROVED		
INDUSTRIAL BUILDINGS						
<i>Big 7 Building - 3101</i>						
			PERSONNEL SERVICES			
54,319	1,577	5,842				
22,729	325	1,360				
\$ 77,048	\$ 1,902	\$ 7,202				
			WAGES & SALARIES			
			-	-	-	
			TAXES & BENEFITS			
			-	-	-	
			TOTAL PERSONNEL SERVICES			
			\$ -	\$ -	\$ -	
			MATERIALS & SERVICES			
63,652	66,418	70,000	70,000	70,000	70,000	
25,417	56,542	20,000	30,000	30,000	30,000	
17,115	-	-				
8,446	6,261	9,000				
7,018	31,046	10,000	26,000	26,000	26,000	
6,625	916	5,000	5,000	5,000	5,000	
121,904	-	-	5,000	5,000	5,000	
53,547	43,889	38,000				
-	-	-				
-	11,441	9,588				
-	2,752	4,567				
-	20,280	14,575				
-	3,647	6,931				
-	19,546	20,334				
-	76,520	82,415				
\$ 303,724	\$ 339,258	\$ 290,410				
			ALL UTILITIES			
			70,000	70,000	70,000	
			FIXED MAINTENANCE			
			30,000	30,000	30,000	
			INSURANCE			
			-	-	-	
			PROPERTY TAX			
			26,000	26,000	26,000	
			PROFESSIONAL SERVICES-Design & Engineering			
			5,000	5,000	5,000	
			PROFESSIONAL SERVICES-Legal			
			5,000	5,000	5,000	
			BAD DEBT EXPENSE			
			-	-	-	
			MISCELLANEOUS REPAIRS & PURCHASES			
			45,000	45,000	45,000	
			RESERVE FOR CAPITAL IMPROVEMENTS AND REPAIRS			
			2,500	2,500	2,500	
			INTERNAL CHARGES - EXECUTIVE/PURCHASING			
			16,591	16,591	16,591	
			INTERNAL CHARGES - COMMUNICATIONS/IT			
			4,890	4,890	4,890	
			INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE			
			15,012	15,012	15,012	
			INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL			
			3,139	3,139	3,139	
			INTERNAL CHARGES - INSURANCE/RISK/SAFETY			
			19,094	19,094	19,094	
			INTERNAL CHARGES - ASSET MANAGEMENT			
			85,854	85,854	85,854	
\$ -	\$ -	\$ -	\$ 328,081	\$ 328,081	\$ 328,081	
			TOTAL MATERIALS & SERVICES			
			\$ 328,081	\$ 328,081	\$ 328,081	
			CAPITAL OUTLAY			
			CAPITAL IMPROVEMENTS			
14,733	66,374	520,000	530,000	530,000	530,000	
\$ 14,733	\$ 66,374	\$ 520,000	\$ 530,000	\$ 530,000	\$ 530,000	
\$ 395,505	\$ 407,534	\$ 817,612	\$ 858,081	\$ 858,081	\$ 858,081	
<i>Halyard Building - 3110</i>						
			PERSONNEL SERVICES			
59,510	1,577	5,842				
24,729	325	1,360				
\$ 84,239	\$ 1,902	\$ 7,202				
			WAGES & SALARIES			
			-	-	-	
			TAXES & BENEFITS			
			-	-	-	
			TOTAL PERSONNEL SERVICES			
			\$ -	\$ -	\$ -	
			MATERIALS & SERVICES			
355,620	407,164	390,000	420,000	420,000	420,000	
15,341	33,545	35,000	30,000	30,000	30,000	
6,259	-	-				
73,197	76,404	80,000				
2,267	-	5,000				
-	1,940	5,000				
3,332	1,521	5,500				
-	-	-				
-	15,874	24,471				
-	3,206	7,936				
-	35,377	37,197				
-	3,952	9,119				
-	7,521	12,008				
-	28,646	109,621				
\$ 456,016	\$ 615,150	\$ 720,852				
			ALL UTILITIES			
			420,000	420,000	420,000	
			FIXED MAINTENANCE			
			30,000	30,000	30,000	
			INSURANCE			
			-	-	-	
			PROPERTY TAX			
			80,500	80,500	80,500	
			PROFESSIONAL SERVICES-Design & Engineering			
			2,500	2,500	2,500	
			PROFESSIONAL SERVICES-Legal			
			2,500	2,500	2,500	
			MISCELLANEOUS REPAIRS & PURCHASES			
			17,000	17,000	17,000	
			RESERVE FOR CAPITAL IMPROVEMENTS AND REPAIRS			
			25,362	25,362	25,362	
			INTERNAL CHARGES - EXECUTIVE/PURCHASING			
			27,205	27,205	27,205	
			INTERNAL CHARGES - COMMUNICATIONS/IT			
			6,174	6,174	6,174	
			INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE			
			10,871	10,871	10,871	
			INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL			
			5,393	5,393	5,393	
			INTERNAL CHARGES - INSURANCE/RISK/SAFETY			
			12,368	12,368	12,368	
			INTERNAL CHARGES - ASSET MANAGEMENT			
			82,216	82,216	82,216	
\$ -	\$ -	\$ -	\$ 722,089	\$ 722,089	\$ 722,089	
			TOTAL MATERIALS & SERVICES			
			\$ 722,089	\$ 722,089	\$ 722,089	
			CAPITAL OUTLAY			
			CAPITAL IMPROVEMENTS			
46,063	-	80,000	80,000	80,000	80,000	
\$ 46,063	\$ -	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	
			TOTAL CAPITAL OUTLAY			
			\$ 80,000	\$ 80,000	\$ 80,000	

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED BUDGET FY 2025-26	EXPENDITURES		BUDGET FY 2026-27		TO BE ADOPTED
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS		PROPOSED	APPROVED		
\$ 586,318	\$ 617,052	\$ 808,054	TOTAL HALYARD BUILDING	\$ 802,089	\$ 802,089	\$ 802,089	
			<i>Jensen Property - 3120</i>				
			PERSONNEL SERVICES				
62,766	1,239	4,633	WAGES & SALARIES	-	-	-	
26,162	255	1,040	TAXES & BENEFITS	-	-	-	
\$ 88,928	\$ 1,494	\$ 5,673	TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -	
			MATERIALS & SERVICES				
105,539	112,951	110,000	ALL UTILITIES	110,000	110,000	110,000	
16,038	22,672	30,000	FIXED MAINTENANCE	21,000	21,000	21,000	
10,802	-	-	INSURANCE	-	-	-	
42,908	45,373	46,000	PROPERTY TAX	48,000	48,000	48,000	
1,800	-	5,000	PROFESSIONAL SERVICES-Design & Engineering	2,500	2,500	2,500	
-	397	5,000	PROFESSIONAL SERVICES-Legal	2,500	2,500	2,500	
14,488	8,747	15,000	MISCELLANEOUS REPAIRS & PURCHASES	25,000	25,000	25,000	
-	-	-	RESERVE FOR CAPITAL IMPROVEMENTS AND REPAIRS	38,433	38,433	38,433	
-	10,529	10,824	INTERNAL CHARGES - EXECUTIVE/PURCHASING	15,558	15,558	15,558	
-	2,242	5,351	INTERNAL CHARGES - COMMUNICATIONS/IT	3,512	3,512	3,512	
-	22,099	16,452	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	20,850	20,850	20,850	
-	4,030	6,789	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	5,993	5,993	5,993	
-	12,552	19,517	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	20,103	20,103	20,103	
-	56,428	79,315	INTERNAL CHARGES - ASSET MANAGEMENT	59,486	59,486	59,486	
\$ 191,575	\$ 298,020	\$ 349,248	TOTAL MATERIAL & SERVICES	\$ 372,934	\$ 372,934	\$ 372,934	
			CAPITAL OUTLAY				
-	-	760,000	CAPITAL IMPROVEMENTS	-	-	760,000	
\$ -	\$ -	\$ 760,000	TOTAL CAPITAL OUTLAY	\$ -	\$ -	\$ 760,000	
			DEBT SERVICE				
1,638,035	-	-	PRINCIPAL & INTEREST	-	-	-	
\$ 1,638,035	\$ -	\$ -	TOTAL DEBT SERVICE	\$ -	\$ -	\$ -	
\$ 1,918,538	\$ 299,514	\$ 1,114,921	TOTAL JENSEN PROPERTY	\$ 372,934	\$ 372,934	\$ 1,132,934	
			<i>Maritime Building - 3130</i>				
			PERSONNEL SERVICES				
39,230	1,014	3,827	WAGES & SALARIES	-	-	-	
16,386	209	860	TAXES & BENEFITS	-	-	-	
\$ 55,616	\$ 1,223	\$ 4,687	TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -	
			MATERIALS & SERVICES				
38,510	42,653	40,000	ALL UTILITIES	42,500	42,500	42,500	
7,825	2,800	3,000	FIXED MAINTENANCE	3,000	3,000	3,000	
7,282	-	-	INSURANCE	-	-	-	
18,755	19,274	20,000	PROPERTY TAX	20,500	20,500	20,500	
1,769	-	5,000	PROFESSIONAL SERVICES-Design & Engineering	2,500	2,500	2,500	
-	-	5,000	PROFESSIONAL SERVICES-Legal	2,500	2,500	2,500	
1,400	2,168	3,000	MISCELLANEOUS REPAIRS & PURCHASES	2,500	2,500	2,500	
-	5,380	4,294	INTERNAL CHARGES - EXECUTIVE/PURCHASING	5,423	5,423	5,423	
-	1,139	1,914	INTERNAL CHARGES - COMMUNICATIONS/IT	1,471	1,471	1,471	
-	11,368	6,527	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	1,181	1,181	1,181	
-	2,569	3,587	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	1,695	1,695	1,695	
-	8,432	9,002	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	9,272	9,272	9,272	
-	18,087	36,406	INTERNAL CHARGES - ASSET MANAGEMENT	18,203	18,203	18,203	
\$ 75,541	\$ 113,870	\$ 137,730	TOTAL MATERIALS & SERVICES	\$ 110,745	\$ 110,745	\$ 110,745	
\$ 131,157	\$ 115,093	\$ 142,417	TOTAL MARITIME BUILDING	\$ 110,745	\$ 110,745	\$ 110,745	

PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27

HISTORICAL DATA		ADOPTED BUDGET FY 2025-26	EXPENDITURES		BUDGET FY 2026-27		TO BE ADOPTED
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS		PROPOSED	APPROVED		
Timber Incubator Property - 3140							
			PERSONNEL SERVICES				
28,963	676	2,518	WAGES & SALARIES	-	-	-	
12,080	139	540	TAXES & BENEFITS	-	-	-	
\$ 41,043	\$ 815	\$ 3,058	TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -	
			MATERIALS & SERVICES				
8,429	9,348	10,000	ALL UTILITIES	10,000	10,000	10,000	
4,152	5,349	5,000	FIXED MAINTENANCE	5,000	5,000	5,000	
851	-	-	INSURANCE	-	-	-	
7,982	9,010	9,300	PROPERTY TAX	9,500	9,500	9,500	
-	-	2,000	PROFESSIONAL SERVICES-Other	1,000	1,000	1,000	
-	-	5,000	PROFESSIONAL SERVICES-Legal	1,000	1,000	1,000	
352	1,461	2,000	MISCELLANEOUS REPAIRS & PURCHASES	2,000	2,000	2,000	
-	-	-	RESERVE FOR CAPITAL IMPROVEMENTS AND REPAIRS	6,204	6,204	6,204	
-	2,642	2,118	INTERNAL CHARGES - EXECUTIVE/PURCHASING	2,536	2,536	2,536	
-	578	1,501	INTERNAL CHARGES - COMMUNICATIONS/IT	2,816	2,816	2,816	
-	5,366	3,219	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	1,639	1,639	1,639	
-	1,703	2,411	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	1,983	1,983	1,983	
-	907	1,996	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	1,592	1,592	1,592	
-	11,565	19,803	INTERNAL CHARGES - ASSET MANAGEMENT	14,852	14,852	14,852	
\$ 21,766	\$ 47,929	\$ 64,348	TOTAL MATERIALS & SERVICES	\$ 60,122	\$ 60,122	\$ 60,122	
			CAPITAL OUTLAY				
-	5,198	10,000	CAPITAL IMPROVEMENTS	-	-	-	
\$ -	\$ 5,198	\$ 10,000	TOTAL CAPITAL OUTLAY	\$ -	\$ -	\$ -	
\$ 62,809	\$ 53,942	\$ 77,406	TOTAL TIMBER INCUBATOR PROPERTY	\$ 60,122	\$ 60,122	\$ 60,122	
205 Wasco Loop - 3150							
			PERSONNEL SERVICES				
50,667	1,577	5,842	WAGES & SALARIES	-	-	-	
21,290	325	1,360	TAXES & BENEFITS	-	-	-	
\$ 71,957	\$ 1,902	\$ 7,202	TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -	
			MATERIALS & SERVICES				
34,688	30,180	37,500	ALL UTILITIES	37,500	37,500	37,500	
19,202	26,028	20,000	FIXED MAINTENANCE	20,000	20,000	20,000	
7,478	-	-	INSURANCE	-	-	-	
31,021	6,975	32,500	PROPERTY TAX	32,500	32,500	32,500	
3,578	5,894	2,000	PROFESSIONAL SERVICES-Other	2,000	2,000	2,000	
-	214	3,000	PROFESSIONAL SERVICES-Legal	3,000	3,000	3,000	
2,095	7,385	7,000	MISCELLANEOUS REPAIRS & PURCHASES	7,000	7,000	7,000	
-	-	-	RESERVE FOR CAPITAL IMPROVEMENTS AND REPAIRS	5,000	5,000	5,000	
-	6,452	7,647	INTERNAL CHARGES - EXECUTIVE/PURCHASING	9,876	9,876	9,876	
-	1,320	4,749	INTERNAL CHARGES - COMMUNICATIONS/IT	3,891	3,891	3,891	
-	14,187	11,624	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	7,962	7,962	7,962	
-	3,498	7,944	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	6,182	6,182	6,182	
-	7,947	9,381	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	9,662	9,662	9,662	
-	82,733	96,018	INTERNAL CHARGES - ASSET MANAGEMENT	72,014	72,014	72,014	
\$ 98,062	\$ 192,813	\$ 239,363	TOTAL MATERIALS & SERVICES	\$ 216,588	\$ 216,588	\$ 216,588	
			CAPITAL OUTLAY				
-	-	15,000	CAPITAL IMPROVEMENTS	15,000	15,000	15,000	
\$ -	\$ -	\$ 15,000	TOTAL CAPITAL OUTLAY	\$ 15,000	\$ 15,000	\$ 15,000	
\$ 170,019	\$ 194,715	\$ 261,565	TOTAL 205 WASCO LOOP	\$ 231,588	\$ 231,588	\$ 231,588	

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED BUDGET FY 2025-26	EXPENDITURES		BUDGET FY 2026-27		TO BE ADOPTED
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS		PROPOSED	APPROVED		
			200 Wasco Court - 3160				
			MATERIALS & SERVICES				
			ALL UTILITIES	20,000	20,000		20,000
			FIXED MAINTENANCE	15,000	15,000		15,000
			PROFESSIONAL SERVICES-Other	2,000	2,000		2,000
			PROFESSIONAL SERVICES-Legal	5,000	5,000		5,000
			MISCELLANEOUS REPAIRS & PURCHASES	5,000	5,000		5,000
			RESERVE FOR CAPITAL IMPROVEMENTS AND REPAIRS	12,500	12,500		12,500
			INTERNAL CHARGES - EXECUTIVE/PURCHASING	6,500	6,500		6,500
			INTERNAL CHARGES - COMMUNICATIONS/IT	2,000	2,000		2,000
			INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	7,500	7,500		7,500
			INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	4,500	4,500		4,500
			INTERNAL CHARGES - INSURANCE/RISK/SAFETY	10,000	10,000		10,000
			INTERNAL CHARGES - ASSET MANAGEMENT	45,000	45,000		45,000
\$ -	\$ -	\$ -	TOTAL MATERIALS & SERVICES	\$ 135,000	\$ 135,000		\$ 135,000
			CAPITAL OUTLAY				
		2,550,000	CAPITAL IMPROVEMENTS	885,000	885,000		885,000
\$ -	\$ -	\$ 2,550,000	TOTAL CAPITAL OUTLAY	\$ 885,000	\$ 885,000		\$ 885,000
\$ -	\$ -	\$ 2,550,000	TOTAL 200 WASCO COURT	\$ 1,020,000	\$ 1,020,000		\$ 1,020,000
			211 Wasco Court - 3170				
			MATERIALS & SERVICES				
			ALL UTILITIES	15,000	15,000		15,000
			FIXED MAINTENANCE	9,350	9,350		9,350
			PROPERTY TAX	2,000	2,000		2,000
			PROFESSIONAL SERVICES-Other	1,000	1,000		1,000
			PROFESSIONAL SERVICES-Legal	1,000	1,000		1,000
			MISCELLANEOUS REPAIRS & PURCHASES	5,000	5,000		5,000
			RESERVE FOR CAPITAL IMPROVEMENTS AND REPAIRS	12,500	12,500		12,500
			INTERNAL CHARGES - EXECUTIVE/PURCHASING	6,500	6,500		6,500
			INTERNAL CHARGES - COMMUNICATIONS/IT	2,000	2,000		2,000
			INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	2,500	2,500		2,500
			INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	2,500	2,500		2,500
			INTERNAL CHARGES - INSURANCE/RISK/SAFETY	10,000	10,000		10,000
			INTERNAL CHARGES - ASSET MANAGEMENT	15,000	15,000		15,000
\$ -	\$ -	\$ -	TOTAL MATERIALS & SERVICES	\$ 84,350	\$ 84,350		\$ 84,350
			CAPITAL OUTLAY				
			CAPITAL IMPROVEMENTS	-	-		-
\$ -	\$ -	\$ -	TOTAL CAPITAL OUTLAY	\$ -	\$ -		\$ -
\$ -	\$ -	\$ -	TOTAL 211 WASCO COURT	\$ 84,350	\$ 84,350		\$ 84,350
			Lot 1 - 3201				
			PERSONNEL SERVICES				
			WAGES & SALARIES	-	-		-
			TAXES & BENEFITS	-	-		-
51,209	-	-	TOTAL PERSONNEL SERVICES	\$ -	\$ -		\$ -
21,566	-	-					
\$ 72,775	\$ -	\$ -					
			MATERIALS & SERVICES				
		3,000	FIXED MAINTENANCE	1,000	1,000		1,000
		-	INSURANCE	-	-		-
		10,000	PROFESSIONAL SERVICES-Misc	2,000	2,000		2,000
		5,000	PROFESSIONAL SERVICES-Legal	1,000	1,000		1,000

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED BUDGET FY 2025-26	EXPENDITURES		BUDGET FY 2026-27		TO BE ADOPTED
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS		PROPOSED	APPROVED		
9,291	9,073	3,000	MISCELLANEOUS REPAIRS & PURCHASES	3,000	3,000		3,000
-	23,479	765	INTERNAL CHARGES - EXECUTIVE/PURCHASING	4,649	4,649		4,649
-	5,176	145	INTERNAL CHARGES - COMMUNICATIONS/IT	788	788		788
-	47,200	1,162	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	8,804	8,804		8,804
-	2,803	-	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	-	-		-
-	1,252	129	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	97	97		97
-	11,835	13,525	INTERNAL CHARGES - ASSET MANAGEMENT	12,173	12,173		12,173
\$ 69,808	\$ 100,818	\$ 36,726	TOTAL MATERIALS & SERVICES	\$ 33,511	\$ 33,511		\$ 33,511
			CAPITAL OUTLAY				
			CAPITAL IMPROVEMENTS	-	-		-
197,144	-	-	TOTAL CAPITAL OUTLAY	\$ -	\$ -		\$ -
\$ 197,144	\$ -	\$ -	TOTAL LOT 1	\$ 33,511	\$ 33,511		\$ 33,511
\$ 339,727	\$ 100,818	\$ 36,726	Waterfront Transportation - 3210				
			PERSONNEL SERVICES				
-	451	1,752	WAGES & SALARIES	-	-		-
-	93	380	TAXES & BENEFITS	-	-		-
\$ -	\$ 544	\$ 2,132	TOTAL PERSONNEL SERVICES	\$ -	\$ -		\$ -
			MATERIALS & SERVICES				
-	946	-	PROFESSIONAL SERVICES-Legal	-	-		-
-	-	24,236	INTERNAL CHARGES - EXECUTIVE/PURCHASING	32,121	32,121		32,121
-	-	7,342	INTERNAL CHARGES - COMMUNICATIONS/IT	10,027	10,027		10,027
-	-	36,829	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	60,374	60,374		60,374
-	-	3,668	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	3,778	3,778		3,778
-	-	13,783	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	2,930	2,930		2,930
-	-	-	INTERNAL CHARGES - CAPITAL DEVELOPMENT	150,000	150,000		150,000
\$ -	\$ 946	\$ 85,858	TOTAL MATERIALS & SERVICES	\$ 259,230	\$ 259,230		\$ 259,230
			CAPITAL OUTLAY				
-	206,849	650,000	CAPITAL IMPROVEMENTS	1,550,000	1,550,000		1,550,000
\$ -	\$ 206,849	\$ 650,000	TOTAL CAPITAL OUTLAY	\$ 1,550,000	\$ 1,550,000		\$ 1,550,000
\$ -	\$ 208,339	\$ 737,990	TOTAL WATERFRONT TRANSPORTATION DEVELOPMENT	\$ 1,809,230	\$ 1,809,230		\$ 1,809,230
			Lower Mill - 3203				
			PERSONNEL SERVICES				
31,190	1,239	4,633	WAGES & SALARIES	-	-		-
12,474	255	2,640	TAXES & BENEFITS	-	-		-
\$ 43,664	\$ 1,494	\$ 7,273	TOTAL PERSONNEL SERVICES	\$ -	\$ -		\$ -
			MATERIALS & SERVICES				
3,316	3,880	4,000	ALL UTILITIES	-	-		-
839	2,028	3,000	FIXED MAINTENANCE	-	-		-
839	-	-	INSURANCE	-	-		-
6,535	3,506	55,000	PROFESSIONAL SERVICES-Design & Engineering	-	-		-
1,552	1,360	7,000	PROFESSIONAL SERVICES-Legal	-	-		-
969	655	3,000	MISCELLANEOUS REPAIRS & PURCHASES	-	-		-
-	11,980	31,060	INTERNAL CHARGES - EXECUTIVE/PURCHASING	-	-		-
-	2,524	8,085	INTERNAL CHARGES - COMMUNICATIONS/IT	-	-		-
-	25,464	47,211	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	-	-		-

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

ADOPTED BUDGET FY 2025-26			EXPENDITURES			
HISTORICAL DATA			BUDGET FY 2026-27		TO BE ADOPTED	
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS	PROPOSED	APPROVED	-	
-	1,575	5,532	-	-	-	
-	894	5,233	-	-	-	
-	9,457	36,906	-	-	-	
\$ 14,050	\$ 63,323	\$ 206,027	\$ -	\$ -	\$ -	
283,953	-	750,000	-	-	-	
\$ 283,953	\$ -	\$ 750,000	\$ -	\$ -	\$ -	
\$ 341,667	\$ 64,817	\$ 963,300	\$ -	\$ -	\$ -	
\$ 3,945,740	\$ 2,061,824	\$ 4,959,991	\$ 5,382,650	\$ 5,382,650	\$ 6,142,650	
COMMERCIAL BUILDINGS						
<i>Marina West - 3310</i>						
PERSONNEL SERVICES						
25,221	563	2,115	-	-	-	
10,554	116	500	-	-	-	
\$ 35,775	\$ 679	\$ 2,615	\$ -	\$ -	\$ -	
MATERIALS & SERVICES						
7,281	6,554	7,500	3,000	3,000	6,000	
2,406	3,002	7,000	900	900	1,800	
1,787	-	-	-	-	-	
4,083	3,407	4,400	-	-	-	
2,437	-	2,000	-	-	-	
-	-	2,000	-	-	-	
25,805	28,297	28,000	13,500	13,500	13,500	
-	3,672	4,411	2,272	2,272	5,481	
-	795	1,936	523	523	1,046	
-	7,548	6,706	2,972	2,972	5,943	
-	2,204	4,053	2,087	2,087	4,175	
-	3,790	2,638	929	929	1,858	
-	32,039	45,909	1,708	1,708	3,416	
\$ 43,799	\$ 91,308	\$ 116,553	\$ 27,891	\$ 27,891	\$ 43,219	
TOTAL MATERIALS & SERVICES						
CAPITAL OUTLAY						
-	-	20,000	-	-	-	
\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	
\$ 79,574	\$ 91,987	\$ 139,168	\$ 27,891	\$ 27,891	\$ 43,219	
<i>Marina East - 3301</i>						
PERSONNEL SERVICES						
40,470	563	2,115	-	-	-	
17,093	116	500	-	-	-	
\$ 57,563	\$ 679	\$ 2,615	\$ -	\$ -	\$ -	
MATERIALS & SERVICES						
14,071	17,486	15,400	7,000	7,000	14,000	
1,504	626	8,000	300	300	599	
4,766	-	-	-	-	-	
10,131	8,457	8,800	6,470	6,470	12,941	
3,158	-	2,000	-	-	-	
-	-	4,000	-	-	-	
5,785	7,419	13,000	2,500	2,500	5,000	
-	4,593	3,530	4,015	4,015	8,030	
-	1,016	1,769	1,381	1,381	2,762	
-	9,185	5,365	7,833	7,833	15,666	

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

ADOPTED BUDGET FY 2025-26			EXPENDITURES			
HISTORICAL DATA			BUDGET FY 2026-27		TO BE ADOPTED	
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS	PROPOSED	APPROVED		
-	2,159	3,121				
-	3,875	3,338	1,607	1,607	3,215	
-	23,789	32,306	1,172	1,172	2,344	
\$ 39,415	\$ 78,605	\$ 100,629	2,393	2,393	4,785	
			\$ 34,672	\$ 34,672	\$ 69,343	
-	-	10,000				
\$ -	\$ -	\$ 10,000	-	-	-	
\$ 96,978	\$ 79,284	\$ 113,244	\$ 34,672	\$ 34,672	\$ 69,343	
39,483	563	2,115				
16,670	116	500				
\$ 56,153	\$ 679	\$ 2,615				
13,826	21,689	15,000	20,000	20,000	20,000	
6,732	15,237	10,000	10,000	10,000	10,000	
3,401	-	-	-	-	-	
547	23,262	2,000	-	-	-	
-	-	1,000	-	-	-	
2,308	2,862	5,800	888	888	888	
-	33,391	21,883	30,754	30,754	30,754	
-	9,352	5,246	2,379	2,379	2,379	
-	43,562	33,262	13,505	13,505	13,505	
-	2,781	5,857	3,016	3,016	3,016	
-	4,318	7,404	5,206	5,206	5,206	
-	58,307	73,115	69,801	69,801	69,801	
\$ 26,814	\$ 214,761	\$ 180,567	\$ 155,550	\$ 155,550	\$ 155,550	
-	-	500,000				
\$ -	\$ -	\$ 500,000	-	-	-	
\$ 82,967	\$ 215,440	\$ 683,182	\$ 155,550	\$ 155,550	\$ 155,550	
-	-	-	25,000	25,000	25,000	
-	-	-	2,500	2,500	2,500	
-	-	-	5,000	5,000	5,000	
-	-	-	4,000	4,000	4,000	
-	-	-	1,000	1,000	1,000	
-	-	-	12,000	12,000	12,000	
-	-	-	36,000	36,000	36,000	
\$ -	\$ -	\$ -	\$ 85,500	\$ 85,500	\$ 85,500	
\$ 259,519	\$ 386,711	\$ 935,594	\$ 303,612	\$ 303,612	\$ 353,612	
132,282	4,224	9,840				
55,600	1,743	5,220				
\$ 187,882	\$ 5,967	\$ 15,060				
49,137	56,116	68,000	68,000	68,000	68,000	
35,792	21,787	25,000	27,500	27,500	27,500	
16,361	4,636	500	5,000	5,000	5,000	

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED BUDGET FY 2025-26	EXPENDITURES		BUDGET FY 2026-27		TO BE ADOPTED
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS		PROPOSED	APPROVED		
6,007	6,431	6,650	PROPERTY TAX	6,650	6,650	6,650	6,650
25,643	70,677	70,000	PROFESSIONAL SERVICES-Engineering & Other	92,000	92,000	92,000	92,000
30,762	11,934	20,000	PROFESSIONAL SERVICES-Legal	20,000	20,000	20,000	20,000
21,640	15,605	10,000	MISCELLANEOUS REPAIRS & PURCHASES	10,000	10,000	10,000	10,000
-	25,069	86,649	INTERNAL CHARGES - EXECUTIVE/PURCHASING	91,376	91,376	91,376	91,376
-	5,842	26,317	INTERNAL CHARGES - COMMUNICATIONS/IT	31,163	31,163	31,163	31,163
-	46,654	131,708	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	78,703	78,703	78,703	78,703
-	8,919	10,599	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	3,917	3,917	3,917	3,917
-	12,980	26,129	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	18,711	18,711	18,711	18,711
-	101,571	99,424	INTERNAL CHARGES - ASSET MANAGEMENT	90,659	90,659	90,659	90,659
\$ 185,342	\$ 388,221	\$ 580,976	TOTAL MATERIALS & SERVICES	\$ 543,680	\$ 543,680	\$ 543,680	\$ 543,680
			CAPITAL OUTLAY				
54,721	224,395	2,105,000	CAPITAL IMPROVEMENTS	937,200	937,200	937,200	937,200
\$ 54,721	\$ 224,395	\$ 2,105,000	TOTAL CAPITAL OUTLAY	\$ 937,200	\$ 937,200	\$ 937,200	\$ 937,200
\$ 427,945	\$ 618,583	\$ 2,701,036	TOTAL AIRPORT	\$ 1,480,880	\$ 1,480,880	\$ 1,480,880	\$ 1,480,880
			MARINA BASIN				
			<i>Marina Moorage - 5101</i>				
			PERSONNEL SERVICES				
138,722	47,521	50,300	WAGES	-	-	-	-
63,822	19,608	29,700	BENEFITS	-	-	-	-
\$ 202,544	\$ 67,129	\$ 80,000	TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -	\$ -
			MATERIALS & SERVICES				
41,844	28,287	35,000	ALL UTILITIES	35,000	35,000	35,000	35,000
19,947	35,067	30,000	FIXED MAINTENANCE	30,000	30,000	30,000	30,000
9,127	-	-	INSURANCE	-	-	-	-
5,000	-	5,000	PROFESSIONAL SERVICES-Other	5,000	5,000	5,000	5,000
-	-	3,000	PROFESSIONAL SERVICES-Legal	3,000	3,000	3,000	3,000
-	5,872	10,000	CREDIT CARD FEES	10,000	10,000	10,000	10,000
32,238	15,805	28,000	MISCELLANEOUS REPAIRS & PURCHASES	28,000	28,000	28,000	28,000
-	14,461	27,748	INTERNAL CHARGES - EXECUTIVE/PURCHASING	28,580	28,580	28,580	28,580
-	3,024	13,236	INTERNAL CHARGES - COMMUNICATIONS/IT	4,368	4,368	4,368	4,368
-	31,012	22,354	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	24,782	24,782	24,782	24,782
-	10,526	12,706	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	7,658	7,658	7,658	7,658
-	9,696	6,771	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	4,851	4,851	4,851	4,851
-	73,334	81,618	INTERNAL CHARGES - ASSET MANAGEMENT	85,594	85,594	85,594	85,594
-	-	4,900	INTERNAL CHARGES - CAPITAL DEVELOPMENT	26,000	26,000	26,000	26,000
\$ 108,156	\$ 227,084	\$ 275,433	TOTAL MATERIALS & SERVICES	\$ 292,834	\$ 292,834	\$ 292,834	\$ 292,834
			CAPITAL OUTLAY				
-	-	20,000	CAPITAL IMPROVEMENTS	20,000	20,000	20,000	20,000
\$ -	\$ -	\$ 20,000	TOTAL CAPITAL OUTLAY	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
			DEBT				
92,885	90,338	95,000	PRINCIPAL & INTEREST	70,000	70,000	70,000	70,000
\$ 403,585	\$ 384,551	\$ 470,433	TOTAL MARINA MOORAGE	\$ 382,834	\$ 382,834	\$ 382,834	\$ 382,834
			<i>Boat Launch - 5102</i>				
			MATERIALS & SERVICES				
-	1,668	2,000	ALL UTILITIES	2,000	2,000	2,000	2,000
-	2,842	2,000	FIXED MAINTENANCE	2,000	2,000	2,000	2,000
-	1,264	2,000	MISCELLANEOUS REPAIRS & PURCHASES	2,000	2,000	2,000	2,000
-	-	673	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	485	485	485	485
\$ -	\$ 5,774	\$ 6,673	TOTAL MATERIAL & SERVICES	\$ 6,485	\$ 6,485	\$ 6,485	\$ 6,485
\$ -	\$ 5,774	\$ 6,673	TOTAL BOAT LAUNCH	\$ 6,485	\$ 6,485	\$ 6,485	\$ 6,485

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED BUDGET FY 2025-26	EXPENDITURES			
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS		BUDGET FY 2026-27 PROPOSED	APPROVED	TO BE ADOPTED
Jetty/Cruise Ship Dock - 5103						
MATERIALS & SERVICES						
-	908	1,000		1,000	1,000	1,000
-	1,815	2,500	MISCELLANEOUS REPAIRS & PURCHASES	2,500	2,500	2,500
-	1,159	2,000	PROFESSIONAL SERVICES-Legal	2,000	2,000	2,000
-	-	261	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	193	193	193
\$ -	\$ 3,882	\$ 5,761	TOTAL MATERIAL & SERVICES	\$ 5,693	\$ 5,693	\$ 5,693
\$ -	\$ 3,882	\$ 5,761	TOTAL JETTY/CRUISE SHIP DOCK	\$ 5,693	\$ 5,693	\$ 5,693
Seasonal Dock - 5104						
MATERIALS & SERVICES						
-	1,240	2,000	MISCELLANEOUS REPAIRS & PURCHASES	2,000	2,000	2,000
\$ -	\$ 1,240	\$ 2,000	TOTAL MATERIAL & SERVICES	\$ 2,000	\$ 2,000	\$ 2,000
\$ -	\$ 1,240	\$ 2,000	TOTAL SEASONAL DOCK	\$ 2,000	\$ 2,000	\$ 2,000
Marina Green Park - 5105						
PERSONNEL SERVICES						
143,286	21,346	40,346	WAGES & SALARIES	-	-	-
63,299	8,813	24,850	TAXES & BENEFITS	-	-	-
\$ 206,585	\$ 30,159	\$ 65,196	TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -
MATERIALS & SERVICES						
9,647	10,453	16,000	ALL UTILITIES	16,000	16,000	16,000
13,677	7,188	10,000	FIXED MAINTENANCE	10,000	10,000	10,000
4,430	-	-	INSURANCE	-	-	-
-	-	1,750	PROPERTY TAX	1,750	1,750	1,750
1,703	-	2,000	PROFESSIONAL SERVICES-Design & Engineering	2,000	2,000	2,000
-	-	2,000	PROFESSIONAL SERVICES-Legal	1,000	1,000	1,000
15,880	11,728	15,000	MISCELLANEOUS REPAIRS & PURCHASES	15,000	15,000	15,000
-	9,516	29,984	INTERNAL CHARGES - EXECUTIVE/PURCHASING	3,488	3,488	3,488
-	1,916	5,209	INTERNAL CHARGES - COMMUNICATIONS/IT	1,163	1,163	1,163
-	21,281	24,142	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	9,441	9,441	9,441
-	11,006	22,999	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	23,689	23,689	23,689
-	4,701	4,479	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	3,207	3,207	3,207
-	82,192	272,060	INTERNAL CHARGES - ASSET MANAGEMENT	244,854	244,854	244,854
-	-	14,300	INTERNAL CHARGES - CAPITAL DEVELOPMENT	15,000	15,000	15,000
\$ 45,337	\$ 159,981	\$ 405,623	TOTAL MATERIALS & SERVICE	\$ 346,592	\$ 346,592	\$ 346,592
CAPITAL OUTLAY						
6,256	-	10,000	CAPITAL IMPROVEMENTS	10,000	10,000	10,000
\$ 6,256	\$ -	\$ 10,000	TOTAL CAPITAL OUTLAY	\$ 10,000	\$ 10,000	\$ 10,000
\$ 258,178	\$ 190,140	\$ 480,819	TOTAL MARINA GREEN PARK	\$ 356,592	\$ 356,592	\$ 356,592
\$ 661,763	\$ 585,587	\$ 965,686	TOTAL MARINA BASIN	\$ 753,604	\$ 753,604	\$ 753,604
WATERFRONT RECREATION						
Event Site - 6101						
PERSONNEL SERVICES						
92,305	19,008	25,800	WAGES & SALARIES	-	-	-
33,048	7,843	16,660	TAXES & BENEFITS	-	-	-
\$ 125,353	\$ 26,851	\$ 42,460	TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -
MATERIALS & SERVICES						
29,506	34,274	44,000	ALL UTILITIES	40,000	40,000	40,000
11,495	5,497	25,000	FIXED MAINTENANCE	15,000	15,000	15,000
4,112	-	-	INSURANCE	-	-	-
3,845	-	15,000	PROFESSIONAL SERVICES- Other	5,000	5,000	5,000
-	-	5,000	PROFESSIONAL SERVICES-Legal	2,500	2,500	2,500

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

ADOPTED BUDGET FY 2025-26			EXPENDITURES		BUDGET FY 2026-27		TO BE ADOPTED
HISTORICAL DATA					PROPOSED	APPROVED	
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS					
23,752	12,208	25,000	MISCELLANEOUS REPAIRS & PURCHASES		25,000	25,000	25,000
-	11,750	26,422	INTERNAL CHARGES - EXECUTIVE/PURCHASING		27,215	27,215	27,215
-	2,634	5,952	INTERNAL CHARGES - COMMUNICATIONS/IT		2,659	2,659	2,659
-	23,100	21,281	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE		9,795	9,795	9,795
-	4,993	10,376	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL		5,687	5,687	5,687
-	5,072	5,732	INTERNAL CHARGES - INSURANCE/RISK/SAFETY		4,103	4,103	4,103
-	146,563	95,221	INTERNAL CHARGES - ASSET MANAGEMENT		99,982	99,982	99,982
-	-	-	INTERNAL CHARGES - CAPITAL DEVELOPMENT		25,000	25,000	25,000
\$ 72,710	\$ 246,091	\$ 278,984	TOTAL MATERIALS & SERVICE		\$ 261,941	\$ 261,941	\$ 261,941
			CAPITAL OUTLAY				
			CAPITAL IMPROVEMENTS		95,000	95,000	95,000
\$ 4,481	\$ -	\$ 115,000	TOTAL CAPITAL OUTLAY		\$ 95,000	\$ 95,000	\$ 95,000
\$ 202,544	\$ 272,942	\$ 436,444	TOTAL EVENT SITE		\$ 356,941	\$ 356,941	\$ 356,941
			<i>Nichols Basin - 6102</i>				
			PERSONNEL SERVICES				
			WAGES & SALARIES		-	-	-
16,810	2,112	5,160	TAXES & BENEFITS		-	-	-
7,385	872	3,200	TOTAL PERSONNEL SERVICES		\$ -	\$ -	\$ -
\$ 24,195	\$ 2,984	\$ 8,360	MATERIALS & SERVICES				
			ALL UTILITIES		15,000	15,000	15,000
28,894	12,466	10,000	FIXED MAINTENANCE		6,000	6,000	6,000
5,843	3,753	6,000	PROFESSIONAL SERVICES- Other		1,000	1,000	1,000
864	-	2,000	PROFESSIONAL SERVICES-Legal		1,000	1,000	1,000
-	1,411	1,000	MISCELLANEOUS REPAIRS & PURCHASES		5,000	5,000	5,000
9,085	3,173	8,000	INTERNAL CHARGES - EXECUTIVE/PURCHASING		13,496	13,496	13,496
-	5,459	13,103	INTERNAL CHARGES - COMMUNICATIONS/IT		1,317	1,317	1,317
-	1,224	1,865	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE		7,321	7,321	7,321
-	10,731	10,551	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL		3,994	3,994	3,994
-	1,410	3,830	INTERNAL CHARGES - INSURANCE/RISK/SAFETY		857	857	857
-	-	1,204	INTERNAL CHARGES - ASSET MANAGEMENT		44,890	44,890	44,890
-	66,105	40,809	INTERNAL CHARGES - CAPITAL DEVELOPMENT		17,000	17,000	17,000
-	-	-	TOTAL MATERIALS & SERVICE		\$ 116,875	\$ 116,875	\$ 116,875
\$ 44,686	\$ 105,732	\$ 98,362	CAPITAL OUTLAY				
			CAPITAL IMPROVEMENTS		120,000	120,000	120,000
-	-	120,000	TOTAL CAPITAL OUTLAY		\$ 120,000	\$ 120,000	\$ 120,000
\$ -	\$ -	\$ 120,000	TOTAL NICHOLS BASIN		\$ 236,875	\$ 236,875	\$ 236,875
\$ 68,881	\$ 108,716	\$ 226,722	<i>Hook - 6103</i>				
			PERSONNEL SERVICES				
			WAGES & SALARIES		-	-	-
15,444	2,112	5,160	TAXES & BENEFITS		-	-	-
6,798	872	3,200	TOTAL PERSONNEL SERVICES		\$ -	\$ -	\$ -
\$ 22,242	\$ 2,984	\$ 8,360	MATERIALS & SERVICES				
			ALL UTILITIES		1,000	1,000	1,000
-	-	1,000	FIXED MAINTENANCE		4,500	4,500	4,500
4,044	4,320	4,500	PROFESSIONAL SERVICES- Other		500	500	500
-	-	1,500	PROFESSIONAL SERVICES-Legal		500	500	500
-	-	1,500	MISCELLANEOUS REPAIRS & PURCHASES		7,000	7,000	7,000
9,759	3,525	7,000	INTERNAL CHARGES - EXECUTIVE/PURCHASING		3,757	3,757	3,757
-	1,295	3,648	INTERNAL CHARGES - COMMUNICATIONS/IT		365	365	365
-	290	918	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE		2,044	2,044	2,044
-	2,546	2,951	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL		2,964	2,964	2,964
-	954	2,878					

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

ADOPTED BUDGET FY 2025-26			EXPENDITURES		BUDGET FY 2026-27		TO BE ADOPTED
HISTORICAL DATA					PROPOSED	APPROVED	
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS					
-	-	327	INTERNAL CHARGES - INSURANCE/RISK/SAFETY		235	235	235
-	20,258	27,206	INTERNAL CHARGES - ASSET MANAGEMENT		45,146	45,146	45,146
-	-	-	INTERNAL CHARGES - CAPITAL DEVELOPMENT		17,000	17,000	17,000
\$ 13,803	\$ 33,188	\$ 53,428	TOTAL MATERIALS & SERVICE		\$ 85,012	\$ 85,012	\$ 85,012
-	-	-	CAPITAL OUTLAY		-	-	-
-	-	-	CAPITAL IMPROVEMENTS		-	-	-
\$ -	\$ -	\$ -	TOTAL CAPITAL OUTLAY		\$ -	\$ -	\$ -
\$ 36,045	\$ 36,172	\$ 61,788	TOTAL HOOK		\$ 85,012	\$ 85,012	\$ 85,012
Spit - 6104							
PERSONNEL SERVICES							
15,444	2,112	5,160	WAGES & SALARIES		-	-	-
6,798	872	3,200	TAXES & BENEFITS		-	-	-
\$ 22,242	\$ 2,984	\$ 8,360	TOTAL PERSONNEL SERVICES		\$ -	\$ -	\$ -
MATERIALS & SERVICES							
-	-	5,500	ALL UTILITIES		-	-	-
4,044	4,789	7,000	FIXED MAINTENANCE		7,000	7,000	7,000
-	-	1,500	PROFESSIONAL SERVICES- Other		500	500	500
-	-	1,500	PROFESSIONAL SERVICES-Legal		500	500	500
9,759	3,818	7,000	MISCELLANEOUS REPAIRS & PURCHASES		3,500	3,500	3,500
-	1,573	4,104	INTERNAL CHARGES - EXECUTIVE/PURCHASING		4,227	4,227	4,227
-	352	962	INTERNAL CHARGES - COMMUNICATIONS/IT		416	416	416
-	3,092	3,308	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE		2,313	2,313	2,313
-	954	2,878	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL		2,964	2,964	2,964
-	-	367	INTERNAL CHARGES - INSURANCE/RISK/SAFETY		263	263	263
-	23,246	27,206	INTERNAL CHARGES - ASSET MANAGEMENT		51,106	51,106	51,106
-	-	-	INTERNAL CHARGES - CAPITAL DEVELOPMENT		17,000	17,000	17,000
\$ 13,803	\$ 37,824	\$ 61,325	TOTAL MATERIALS & SERVICE		\$ 89,789	\$ 89,789	\$ 89,789
\$ 36,045	\$ 40,808	\$ 69,685	TOTAL SPIT		\$ 89,789	\$ 89,789	\$ 89,789
Trails and Footbridge - 6201							
MATERIALS & SERVICES							
-	2,490	5,500	MISCELLANEOUS REPAIRS & PURCHASES		5,500	5,500	5,500
\$ -	\$ 2,490	\$ 5,500	TOTAL MATERIALS & SERVICE		\$ 5,500	\$ 5,500	\$ 5,500
CAPITAL OUTLAY							
-	-	65,000	CAPITAL IMPROVEMENTS		-	-	-
\$ -	\$ -	\$ 65,000	TOTAL CAPITAL OUTLAY		\$ -	\$ -	\$ -
\$ -	\$ 2,490	\$ 70,500	TOTAL TRAILS AND FOOTBRIDGE		\$ 5,500	\$ 5,500	\$ 5,500
\$ 343,515	\$ 461,128	\$ 865,139	TOTAL WATERFRONT RECREATION		\$ 774,116	\$ 774,116	\$ 774,116
PARKING - 8000							
PERSONNEL SERVICES							
-	17,795	94,200	WAGES & SALARIES		50,000	50,000	50,000
-	4,024	20,650	TAXES & BENEFITS		5,000	5,000	5,000
\$ -	\$ 21,819	\$ 114,850	TOTAL PERSONNEL SERVICES		\$ 55,000	\$ 55,000	\$ 55,000
MATERIALS & SERVICES							
-	-	-	ALL UTILITIES		2,200	2,200	2,200
-	4,280	5,000	FIXED MAINTENANCE		5,000	5,000	5,000
-	61,033	81,000	PROFESSIONAL SERVICES- Other		81,000	81,000	81,000
-	7,505	6,000	PROFESSIONAL SERVICES-Legal		6,000	6,000	6,000
-	28,486	40,000	CREDIT CARD PROCESSING		40,000	40,000	40,000
-	16,685	7,000	MISCELLANEOUS REPAIRS & PURCHASES		8,000	8,000	8,000
-	13,112	107,759	INTERNAL CHARGES - EXECUTIVE/PURCHASING		86,495	86,495	86,495
-	4,341	14,122	INTERNAL CHARGES - COMMUNICATIONS/IT		17,764	17,764	17,764

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA		ADOPTED BUDGET FY 2025-26	EXPENDITURES		BUDGET FY 2026-27		TO BE ADOPTED
2 YRS PRIOR* FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS			PROPOSED	APPROVED	
-	9,185	86,822	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE		77,866	77,866	77,866
-	5,038	28,533	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL		39,389	39,389	39,389
-	-	9,623	INTERNAL CHARGES - INSURANCE/RISK/SAFETY		6,896	6,896	6,896
-	-	35,600	INTERNAL CHARGES - ASSET MANAGEMENT		37,380	37,380	37,380
-	-	-	INTERNAL CHARGES - CAPITAL DEVELOPMENT		54,686	54,686	54,686
\$ -	\$ 149,665	\$ 421,459	TOTAL MATERIALS & SERVICE		\$ 462,676	\$ 462,676	\$ 462,676
-	90,477	1,200,000	CAPITAL OUTLAY		-	-	-
-	90,477	1,200,000	CAPITAL IMPROVEMENTS		-	-	-
\$ -	\$ 90,477	\$ 1,200,000	TOTAL CAPITAL OUTLAY		\$ -	\$ -	\$ -
\$ -	\$ 261,961	\$ 1,736,309	TOTAL PARKING		\$ 517,676	\$ 517,676	\$ 517,676
\$ 5,638,482	\$ 4,375,794	\$ 12,163,755	TOTAL OPERATIONS EXPENDITURES		\$ 9,212,539	\$ 9,212,539	\$ 10,022,539
270,044	-	-	TRANSFER-BRIDGE REPLACEMENT FUND		-	-	-
-	-	910,800	TRANSFER-ADMINISTRATION FUND - PERS BUYDOWN		-	-	-
-	-	71,000	SPECIAL PAYMENT - FOUNDATION		71,000	71,000	71,000
-	-	10,000,000	REVENUE RESERVE - Sale of Property and Bridge Transfer in		-	-	-
-	-	550,000	CONTINGENCY - OPERATING		550,000	550,000	550,000
\$ 5,908,526	\$ 4,375,794	\$ 23,695,555	TOTAL EXPENDITURES		\$ 9,833,539	\$ 9,833,539	\$ 10,643,539
\$ (1,173,571)	\$ 2,553,592	\$ (6,587,795)	Change in Fund Balance		\$ (2,147,380)	\$ (2,147,380)	\$ (2,900,380)
\$ 10,870,646	\$ 14,597,809	\$ 6,912,205	RESERVE FOR FUTURE EXPENDITURE		\$ 12,352,620	\$ 12,352,620	\$ 11,599,620
APPROPRIATIONS							
\$ 1,475,804	\$ 174,190	\$ 394,920	PERSONNEL SERVICES		\$ 55,000	\$ 55,000	\$ 55,000
\$ 1,824,407	\$ 3,517,973	\$ 4,723,835	MATERIALS & SERVICES		\$ 4,845,339	\$ 4,845,339	\$ 4,895,339
\$ 607,351	\$ 593,293	\$ 6,950,000	CAPITAL OUTLAY		\$ 4,242,200	\$ 4,242,200	\$ 5,002,200
\$ -	\$ -	\$ 71,000	SPECIAL PAYMENTS		\$ 71,000	\$ 71,000	\$ 71,000
\$ 1,730,920	\$ 90,338	\$ 95,000	DEBT SERVICE		\$ 70,000	\$ 70,000	\$ 70,000
\$ 270,044	\$ -	\$ 910,800	TRANSFERS		\$ -	\$ -	\$ -
\$ -	\$ -	\$ 10,550,000	CONTINGENCIES		\$ 550,000	\$ 550,000	\$ 550,000
\$ 5,908,526	\$ 4,375,794	\$ 23,695,555	TOTAL APPROPRIATIONS		\$ 9,833,539	\$ 9,833,539	\$ 10,643,539
\$ 140,707	\$ -	\$ -	FUND BALANCE - RESTRICTED		\$ -	\$ -	\$ -
\$ 10,729,939	\$ 14,597,809	\$ 6,912,205	FUND BALANCE - UNASSIGNED		\$ 12,352,620	\$ 12,352,620	\$ 11,599,620
\$ 16,779,172	\$ 18,973,603	\$ 30,607,760	TOTAL REQUIREMENTS		\$ 22,186,159	\$ 22,186,159	\$ 22,243,159

* Historical information is presented for FY 2023-24 in these schedules for information only. Historical information for Oregon Budget Law is presented in Appendix A

BRIDGE FUND

The Bridge Fund accounts for all of the Toll Bridge activity, both operations and maintenance. Staff directly charged to this fund include front office support staff that primarily work on bridge-related activities. The toll booth was closed on April 1, 2025 and toll booth staff were laid off. All revenue in this fund is generated by the Toll Bridge.

Prior to fiscal year 2024-2025 the maintenance activities in this fund were the basis of the Bridge Repair Fund, and the Toll Bridge operations were in the former Revenue Fund. For fiscal year 2024-2025, Bridge operations were added to this fund. By creating a separate Bridge Fund with all bridge activities this allows the Port to easily see when the net toll revenues are being used to subsidize other Port activities (note that fiscal year 2025-26 was the last year that tolls could be used for any purpose other than repair or replacement of the bridge). When the replacement bridge is built it will allow the Port to easily remove bridge activities from its accounting system by removing this fund.

**PORT OF HOOD RIVER
BRIDGE FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA*		ADOPTED BUDGET FY 2025-26	RESOURCES & EXPENDITURES				
2 YRS PRIOR FY 2023-24	1YR PRIOR FY 2024-25	INCLUDES SUPPLEMENTALS			BUDGET FY 2026-27 PROPOSED	APPROVED	TO BE ADOPTED
RESOURCES							
\$ 5,129,723	\$ 5,384,311	\$ 5,000,000	BEGINNING FUND BALANCE (BUDGETARY BASIS)		\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
5,582,601	5,380,401	5,647,800	BRIDGE TOLLS		5,647,800	5,647,800	5,647,800
2,958,637	3,966,902	3,828,400	BRIDGE TOLLS - 2023 INCREASE		3,828,400	3,828,400	3,828,400
37,975	39,307	39,000	CABLE CROSSING LEASES		42,000	42,000	42,000
92,501	94,971	96,000	BREEZEBY INTERAGENCIES		100,000	100,000	100,000
250,406	127,413	280,000	INTEREST INCOME		280,000	280,000	280,000
53,350	43,351	2,000	OTHER INCOME		2,000	2,000	2,000
8,975,470	9,652,345	9,893,200	TOTAL INCOME		9,900,200	9,900,200	9,900,200
TRANSFER FROM REVENUE FUND**							
1,552,763	-	-	FROM REVENUE FUND - 1994/2012 TOLLS		-	-	-
388,191	-	-	FROM REVENUE FUND - 2018 TOLL INCREASE		-	-	-
\$ 1,940,954	\$ -	\$ -	TOTAL TRANSFERS		\$ -	\$ -	\$ -
\$ 16,046,147	\$ 15,036,656	\$ 14,893,200	TOTAL RESOURCES		\$ 14,900,200	\$ 14,900,200	\$ 14,900,200
EXPENDITURES							
TOLL BRIDGE OPERATIONS							
PERSONNEL SERVICES							
\$ 784,477	\$ 431,751	\$ 234,080	WAGES & SALARIES		\$ 323,545	\$ 323,545	\$ 354,529
358,029	154,325	103,300	TAXES & BENEFITS		109,997	109,997	113,414
\$ 1,142,506	\$ 586,076	\$ 337,380	TOTAL PERSONNEL SERVICES		\$ 433,542	\$ 433,542	\$ 467,943
MATERIALS & SERVICES							
17,778	17,842	14,000	ALL UTILITIES		14,000	14,000	14,000
8,519	32,909	25,000	FIXED MAINTENANCE		10,000	10,000	10,000
391,292	305,456	250,000	INSURANCE		250,000	250,000	250,000
-	49,314	447,000	PROFESSIONAL SERVICES -Printing/Mailing		397,803	397,803	397,803
378,478	397,685	505,000	PROFESSIONAL SERVICES -Other		662,323	662,323	662,323
901	20,504	20,000	PROFESSIONAL SERVICES -Legal		10,000	10,000	10,000
262,893	256,791	310,000	CREDIT CARD PROCESSING		300,000	300,000	300,000
37,201	143,295	185,000	MISCELLANEOUS REPAIRS & PURCHASES		100,000	100,000	100,000
-	269,630	191,063	INTERNAL CHARGES - EXECUTIVE/PURCHASING		191,063	191,063	191,063
-	77,669	92,297	INTERNAL CHARGES - COMMUNICATIONS/IT		92,297	92,297	92,297
-	397,071	290,430	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE		290,430	290,430	290,430
-	63,812	43,955	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL		48,851	48,851	48,851
-	21,796	33,374	INTERNAL CHARGES - INSURANCE/RISK/SAFETY		39,327	39,327	39,327
-	202,371	96,108	INTERNAL CHARGES - ASSET MANAGEMENT		82,578	82,578	82,578
100	352,290	600,000	LOAN TO BRIDGE AUTHORITY		300,000	300,000	300,000
\$ 1,097,162	\$ 2,608,435	\$ 3,103,227	TOTAL MATERIALS & SERVICES		\$ 2,788,672	\$ 2,788,672	\$ 2,788,672
CAPITAL OUTLAY							
-	-	110,000	CAPITAL PURCHASES AND IMPROVEMENTS		110,000	110,000	110,000
\$ -	\$ -	\$ 110,000	TOTAL CAPITAL OUTLAY		\$ 110,000	\$ 110,000	\$ 110,000
TRANSFERS OUT							
1,940,954			TO BRIDGE REPAIR FUND				
270,044			TO BRIDGE REPLACEMENT FUND				

-	-	289,200	TO ADMINISTRATION FUND - PERS BUYDOWN				
416,724	2,114,826	2,000,000	TO GENERAL FUND***				
\$ 2,627,722	\$ 2,114,826	\$ 2,289,200	TOTAL TRANSFERS OUT	\$ -	\$ -	\$ -	
\$ 4,867,390	\$ 5,309,337	\$ 5,839,807	TOTAL TOLL BRIDGE OPERATIONS	\$ 3,332,214	\$ 3,332,214	\$ 3,366,616	
TOLL BRIDGE MAINTENANCE							
PERSONNEL SERVICES							
\$ 61,715	\$ -	\$ -	WAGES - EXISTING BRIDGE	\$ -	\$ -	\$ -	
26,274	-	-	BENEFITS - EXISTING BRIDGE	-	-	-	
\$ 87,989	\$ -	\$ -	TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -	
MATERIAL & SERVICES							
55,583	-	-	MAINTENANCE/FLAGGING	-	-	-	
1,054	-	-	INSURANCE	-	-	-	
62,350	128,355	180,000	PROFESSIONAL SERVICES	230,000	230,000	230,000	
1,147	-	-	PROFESSIONAL SERVICES - LEGAL	-	-	-	
6,300	8,336	10,000	MISCELLANEOUS	10,000	10,000	10,000	
-	65,244	52,943	INTERNAL CHARGES - EXECUTIVE/PURCHASING	54,002	54,002	54,002	
-	11,948	10,031	INTERNAL CHARGES - COMMUNICATIONS/IT	20,263	20,263	20,263	
-	101,078	80,474	INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	82,083	82,083	82,083	
-	3,386	4,884	INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	5,372	5,372	5,372	
-	2,476	8,997	INTERNAL CHARGES - INSURANCE/RISK/SAFETY	14,447	14,447	14,447	
-	42,393	40,000	INTERNAL CHARGES - ASSET MANAGEMENT	53,530	53,530	53,530	
\$ 126,434	\$ 363,216	\$ 387,329	TOTAL MATERIAL & SERVICES	\$ 469,698	\$ 469,698	\$ 469,698	
CAPITAL OUTLAY							
1,727,155	1,122,965	1,260,000	CAPITAL PURCHASE - EXISTING BRIDGE	2,340,000	2,340,000	2,340,000	
\$ 1,727,155	\$ 1,122,965	\$ 1,260,000	TOTAL CAPITAL OUTLAY	\$ 2,340,000	\$ 2,340,000	\$ 2,340,000	
\$ 1,941,578	\$ 1,486,181	\$ 1,647,329	TOTAL MAINTENANCE	\$ 2,809,698	\$ 2,809,698	\$ 2,809,698	
\$ 6,808,968	\$ 6,795,518	\$ 7,487,136	TOTAL OPERATIONS AND MAINTENANCE	\$ 6,141,912	\$ 6,141,912	\$ 6,176,313	
2,958,637	3,966,902	3,828,400	TRANSFERS-BI-STATE BRIDGE FUND	3,828,400	3,828,400	3,828,400	
-	-	900,000	CONTINGENCY	1,000,000	1,000,000	1,000,000	
\$ 9,767,605	\$ 10,762,420	\$ 12,215,536	TOTAL EXPENDITURES	\$ 10,970,312	\$ 10,970,312	\$ 11,004,713	
\$ 1,148,819	\$ (1,110,075)	\$ (2,322,336)	Change in Fund Balance	\$ (1,070,112)	\$ (1,070,112)	\$ (1,104,513)	
\$ 11,145,932	\$ 4,274,236	\$ 2,677,664	ENDING FUND BALANCE	\$ 3,929,888	\$ 3,929,888	\$ 3,895,487	
APPROPRIATIONS							
\$ 87,989	\$ 586,076	\$ 337,380	PERSONNEL SERVICES	\$ 433,542	\$ 433,542	\$ 467,943	
\$ 126,434	\$ 2,971,651	\$ 3,490,556	MATERIALS & SERVICES	\$ 3,258,370	\$ 3,258,370	\$ 3,258,370	
\$ 1,727,155	\$ 1,122,965	\$ 1,370,000	CAPITAL OUTLAY	\$ 2,450,000	\$ 2,450,000	\$ 2,450,000	
\$ 2,958,637	\$ 6,081,728	\$ 6,117,600	TRANSFERS	\$ 3,828,400	\$ 3,828,400	\$ 3,828,400	
\$ -	\$ -	\$ 900,000	CONTINGENCIES	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	
\$ 4,900,215	\$ 10,762,420	\$ 12,215,536	TOTAL APPROPRIATIONS	\$ 10,970,312	\$ 10,970,312	\$ 11,004,713	
\$ 11,145,932	\$ 4,274,236	\$ 2,677,664	FUND BALANCE - COMMITTED	\$ 3,929,888	\$ 3,929,888	\$ 3,895,487	
\$ 16,046,147	\$ 15,036,656	\$ 14,893,200	TOTAL REQUIREMENTS	\$ 14,900,200	\$ 14,900,200	\$ 14,900,200	

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** All Toll Revenue is now reported in this fund and is not split out.

*** The last year for a transfer to the General Fund was fiscal year 2025-26.

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BRIDGE REPLACEMENT FUND

The Bridge Replacement Fund accounts for what is left of the grants the Port received in its name for the replacement bridge. This fund will cease to exist when the last of the grant money is spent, which is planned for fiscal year 2026-2027. All that remains in this fund is the ARPA grant from the Oregon Department of Transportation. The deadline for expending that grant is December 31, 2026.

**PORT OF HOOD RIVER
BRIDGE REPLACEMENT FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA			ADOPTED BUDGET FY 2025-26	RESOURCES & EXPENDITURES	BUDGET FY 2026-27		TO BE ADOPTED
2 YRS PRIOR FY 2023-24	1YR PRIOR FY 2024-25	PROPOSED			APPROVED		
RESOURCE							
\$ -	\$ -	\$ -		BEGINNING FUND BALANCE (BUDGETARY BASIS)	\$ -	\$ -	\$ -
88,416	224	2,000		INTEREST INCOME	-	-	-
81,049	-	500,000		GRANT - STATE OF WASHINGTON	-	-	-
-	-	500,000		GRANT - BUILD	-	-	-
699,629	861,910	3,500,000		ARPA	2,500,000	2,500,000	2,500,000
270,044	-	-		TRANSFER FROM REVENUE FUND	-	-	-
\$ 1,139,138	\$ 862,134	\$ 4,502,000		TOTAL REVENUE	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
\$ 1,139,138	\$ 862,134	\$ 4,502,000		TOTAL RESOURCES	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
EXPENDITURES							
PERSONNEL SERVICES							
27,234	-	\$ -		WAGES & SALARIES	\$ -	\$ -	\$ -
11,038	-	-		TAXES & BENEFITS	-	-	-
\$ 38,272	\$ -	\$ -		TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -
MATERIAL & SERVICES - ADMINISTRATIVE							
18,637	-	-		IT, INTERNET AND PHONE SERVICES	-	-	-
36,284	-	-		TRAVEL AND LODGING	-	-	-
53,056	-	-		OFFICE EQUIPMENT AND SUPPLIES	-	-	-
634,519	-	-		OTHER - MISCELLANEOUS	-	-	-
MATERIALS & SERVICES - PROFESSIONAL SERVICES							
31,050	-	-		PROFESSIONAL SERVICES - NEPA	-	-	-
447,332	-	-		PROFESSIONAL SERVICES - OTHER STUDIES/AGENCY REVIEW	-	-	-
859,675	-	-		PROFESSIONAL SERVICES - OTHER	-	-	-
154,884	-	-		PROFESSIONAL SERVICES - LEGAL	-	-	-
236,897	-	-		PROFESSIONAL SERVICES - ADVOCACY	-	-	-
\$ 2,472,334	\$ -	\$ -		TOTAL MATERIAL & SERVICES	\$ -	\$ -	\$ -
CAPITAL OUTLAY							
-	-	-		CAPITAL IMPROVEMENT PROJECT - PROJECT MANAGEMENT	-	-	-
5,980,242	2,649,427	4,502,000		CAPITAL IMPROVEMENT PROJECT - ENGINEERING	2,500,000	2,500,000	2,500,000
\$ 5,980,242	\$ 2,649,427	\$ 4,502,000		TOTAL CAPITAL OUTLAY	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
\$ 8,490,848	\$ 2,649,427	\$ 4,502,000		TOTAL OPERATIONS EXPENDITURES	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
\$ 8,490,848	\$ 2,649,427	\$ 4,502,000		TOTAL EXPENDITURES	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
\$ (7,351,710)	\$ (1,787,293)	\$ -		ENDING FUND BALANCE	\$ -	\$ -	\$ -
APPROPRIATIONS							
\$ 38,272	\$ -	\$ -		PERSONNEL SERVICES	\$ -	\$ -	\$ -
\$ 2,472,334	\$ -	\$ -		MATERIALS & SERVICES	\$ -	\$ -	\$ -
\$ 5,980,242	\$ 2,649,427	\$ 4,502,000		CAPITAL OUTLAY	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
\$ 8,490,848	\$ 2,649,427	\$ 4,502,000		TOTAL APPROPRIATIONS	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
\$ -	\$ -	\$ -		FUND BALANCE - ASSIGNED	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -		FUND BALANCE - RESTRICTED	\$ -	\$ -	\$ -
\$ 1,139,138	\$ 862,134	\$ 4,502,000		TOTAL REQUIREMENTS	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000

BI-STATE BRIDGE REPLACEMENT FUND

The Bi-State Bridge Fund accounts for the incremental toll revenue created by the toll increase in September 2023. The incremental toll revenue is committed for building a reserve to facilitate the Hood River White Salmon Bridge Authority obtaining a bond or loan to help finance the replacement bridge.

**PORT OF HOOD RIVER
BI-STATE BRIDGE REPLACEMENT FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA			ADOPTED	RESOURCES & EXPENDITURES		BUDGET FY 2026-27		TO BE
2 YRS PRIOR	1YR PRIOR		BUDGET			PROPOSED	APPROVED	ADOPTED
FY 2023-24	FY 2024-25		FY 2025-26					
RESOURCE								
\$ -	\$ -	\$ -	\$ -	BEGINNING FUND BALANCE (BUDGETARY BASIS)	\$ -	\$ -	\$ -	\$ -
53,448	26,023		20,000	INTEREST INCOME		20,000	20,000	20,000
53,448	26,023		20,000	TOTAL REVENUE		20,000	20,000	20,000
TRANSFERS								
2,958,637	3,966,902		3,828,400	FROM BRIDGE FUND - 2023 TOLL INCREASE		3,828,400	3,828,400	3,828,400
2,958,637	3,966,902		3,828,400	TOTAL TRANSFERS		3,828,400	3,828,400	3,828,400
\$ 3,012,085	\$ 3,992,925		\$ 3,848,400	TOTAL RESOURCES	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400
EXPENDITURES								
2,708,519	3,435,331		3,848,400	MATERIAL & SERVICES - ADMINISTRATIVE		3,848,400	3,848,400	3,848,400
\$ 2,708,519	\$ 3,435,331		\$ 3,848,400	TOTAL MATERIAL & SERVICES	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400
\$ 2,708,519	\$ 3,435,331		\$ 3,848,400	TOTAL EXPENDITURES	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400
\$ 303,566	\$ 557,594		\$ -	ENDING FUND BALANCE	\$ -	\$ -	\$ -	\$ -
APPROPRIATIONS								
\$ 2,708,519	\$ 3,435,331		\$ 3,848,400	MATERIALS & SERVICES	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400
\$ 2,708,519	\$ 3,435,331		\$ 3,848,400	TOTAL APPROPRIATIONS	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400
\$ 3,012,085	\$ 3,992,925		\$ 3,848,400	TOTAL REQUIREMENTS	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400	\$ 3,848,400

ADMINISTRATION FUND

The Administration Fund is an internal service fund that accounts for overhead. Internal service funds are recognized by the Governmental Accounting Standards Board as one way to account for and allocate overhead costs to the departments using those services. An internal service fund allows overhead departments to manage their own budgets.

The Administration Fund accounts for Executive/Contracting, Communications/IT, Finance/Accounting/General Office, Human Resources/Payroll, Insurance/Risk/Safety, and Asset Management (formerly Maintenance), and a new department this year, Capital Development. The Executive Director is responsible for the Executive/Contracting department. The Executive Assistant and the Finance Director are responsible for Communications/IT. The Finance Director is responsible for Finance/Accounting/General Office, Human Resources/Payroll, and Insurance/Risk/Safety. The Director of Real Estate and Asset Management is responsible for Asset Management. The Director of Capital Development and Planning is responsible for Capital Development.

**PORT OF HOOD RIVER
ADMINISTRATION FUND
BUDGET FOR FISCAL YEAR 2026-27**

HISTORICAL DATA*		ADOPTED BUDGET		Estimated Actuals		RESOURCES & EXPENDITURES	BUDGET FY 2026-27						
2 YRS PRIOR FY 2023-24	1YR PRIOR FY 2024-25	FY 2025-26 INCLUDES SUPPLEMENTALS	FY 2025-26	FY 2025-26			PROPOSED	APPROVED	ADOPTED				
RESOURCES													
\$	-	\$	-	\$	-	BEGINNING FUND BALANCE (BUDGETARY BASIS)	\$	-	\$	-			
-	546,542	668,822	540,382		INTERNAL SERVICES - EXECUTIVE/CONTRACTING	692,701	692,701	693,509					
-	139,341	221,450	174,934		INTERNAL SERVICES - COMMUNICATIONS/IT	216,128	216,128	216,531					
-	887,389	868,578	967,981		INTERNAL SERVICES - FINANCE/ACCOUNTING/GEN OFFICE	750,783	750,783	754,764					
-	141,920	252,650	195,950		INTERNAL SERVICES - HUMAN RESOURCES/PAYROLL	190,360	190,360	191,601					
-	127,755	193,000	166,440		INTERNAL SERVICES - INSURANCE/RISK/SAFETY	197,000	197,000	197,000					
-	1,176,644	1,344,580	1,288,247		INTERNAL SERVICES - ASSET MANAGEMENT	1,326,418	1,326,418	1,334,620					
-	-	165,720	-		INTERNAL CHARGES-CPTL DEV & WTRFRNT MGMT	357,686	357,686	359,051					
-	66,699	55,000	49,806		REVENUE FROM OUTSIDE SOURCES (BRIDGE AUTHORITY)	55,000	55,000	55,000					
-	-	50,000	-		OBDD GRANT - STRATEGIC BUSINESS PLAN UPDATE	75,000	75,000	75,000					
-	-	300,000	300,000		PERS CONTRIBUTION - PERS SIDE ACCOUNT	-	-	-					
-	-	1,200,000	1,200,000		TRANSFERS IN - FUND PERS SIDE ACCOUNT	-	-	-					
-	-	550,000	-		INTERNAL SERVICES - CONTINGENCY (if needed)	550,000	550,000	534,000					
-	3,086,290	5,869,800	4,883,740		Current year revenues	4,411,076	4,411,076	4,411,075					
\$	-	\$	3,086,290	\$	5,869,800	\$	4,411,076	\$	4,411,076	\$	4,411,075		
EXPENDITURES													
EXECUTIVE/CONTRACTING													
					PERSONNEL SERVICES								
\$	-	\$	228,347	\$	266,000	\$	294,306	\$	323,931	\$	323,931	\$	324,595
-	4,200	-	-	-	WAGES & SALARIES	-	-	-	-	-	-	-	
-	82,421	132,100	112,564		WAGES & SALARIES - COMMISSIONERS	125,620	125,620	125,764					
\$	-	\$	314,968	\$	398,100	\$	406,870	\$	449,551	\$	449,551	\$	450,359
					TAXES & BENEFITS								
					TOTAL PERSONNEL SERVICES								
					MATERIAL & SERVICES								
-	12,361	22,000	1,806		MAINTENANCE, SUPPLIES, & SERVICES	10,000	10,000	10,000					
-	826	10,000	792		TRAVEL & TRAINING	10,000	10,000	10,000					
-	18,037	33,150	25,650		DUES & MEMBERSHIPS	33,150	33,150	33,150					
-	71,119	100,000	82,740		SECURITY CONTRACT	100,000	100,000	100,000					
-	-	15,000	-		PROFESSIONAL SVCS-FEDERAL & STATE ADVOCACY	10,000	10,000	10,000					
-	51,001	35,000	16,848		PROFESSIONAL SVCS-LEGAL & OTHER	35,000	35,000	35,000					
-	-	125,000	5,676		PROFESSIONAL SVCS-STRATEGIC BUSINESS PLAN UPDATE	120,000	120,000	120,000					
\$	-	\$	153,344	\$	340,150	\$	318,150	\$	318,150	\$	318,150		
\$	-	\$	468,312	\$	738,250	\$	767,701	\$	767,701	\$	768,509		
					TOTAL MATERIAL & SERVICES								
					TOTAL EXECUTIVE/PURCHASING								
COMMUNICATIONS/IT													
					PERSONNEL SERVICES								
\$	-	\$	-	\$	23,000	\$	21,304	\$	27,030	\$	27,030	\$	27,362
-	202	16,050	13,102		WAGES & SALARIES	15,098	15,098	15,169					
\$	-	\$	202	\$	39,050	\$	34,406	\$	42,128	\$	42,128	\$	42,531
					TAXES & BENEFITS								
					TOTAL PERSONNEL SERVICES								
					MATERIAL & SERVICES								

-	610	18,200	960	MAINTENANCE, SUPPLIES, & SERVICES	5,000	5,000	5,000	
-	-	1,000	-	TRAVEL & TRAINING	-	-	-	
-	1,205	1,200	-	DUES & MEMBERSHIPS	-	-	-	
-	115,811	110,000	107,024	IT	117,000	117,000	117,000	
-	40,456	40,000	-	PORT NEWSLETTERS	40,000	40,000	40,000	
-	7,365	12,000	32,544	PRESS RELEASES/ADVERTISING/SOCIAL MEDIA	12,000	12,000	12,000	
\$	-	\$ 165,447	\$ 182,400	\$ 140,528	TOTAL MATERIAL & SERVICES	\$ 174,000	\$ 174,000	\$ 174,000
\$	-	\$ 165,649	\$ 221,450	\$ 174,934	TOTAL COMMUNICATIONS	\$ 216,128	\$ 216,128	\$ 216,531

FINANCE/ACCOUNTING/GENERAL OFFICE

				PERSONNEL SERVICES				
\$	-	\$ 505,435	\$ 406,750	\$ 481,968	WAGES & SALARIES	\$ 357,046	\$ 357,046	\$ 360,464
-	-	176,003	148,400	151,240	TAXES & BENEFITS	120,187	120,187	120,750
\$	-	\$ 681,438	\$ 555,150	\$ 633,208	TOTAL PERSONNEL SERVICES	\$ 477,233	\$ 477,233	\$ 481,214
				MATERIAL & SERVICES				
-	85,000	166,000	166,000	OFFICE LEASE	155,550	155,550	155,550	
-	79,223	60,000	58,596	MAINTENANCE, SUPPLIES, & SERVICES	60,000	60,000	60,000	
-	7,864	10,000	7,500	TRAVEL & TRAINING	10,000	10,000	10,000	
-	7,614	1,500	1,559	DUES & MEMBERSHIPS	1,500	1,500	1,500	
-	3,140	12,500	-	PROFESSIONAL SVCS-LEGAL & OTHER	12,500	12,500	12,500	
-	63,518	89,000	76,194	PROFESSIONAL SVCS-AUDIT/ACCOUNTING	89,000	89,000	89,000	
\$	-	\$ 246,359	\$ 339,000	\$ 310,773	TOTAL MATERIAL & SERVICES	\$ 328,550	\$ 328,550	\$ 328,550
				CAPITAL OUTLAY				
	\$ 18,108	10,000	10,000	CAPITAL PURCHASES	-	-	-	
-	18,108	10,000	10,000	TOTAL CAPITAL OUTLAY	-	-	-	
\$	-	\$ 945,905	\$ 904,150	\$ 953,981	TOTAL FINANCE/ACCOUNTING/HR/GENERAL OFFICE	\$ 805,783	\$ 805,783	\$ 809,764

HUMAN RESOURCES/PAYROLL

				PERSONNEL SERVICES				
\$	-	\$ 65,309	\$ 120,600	\$ 87,716	WAGES & SALARIES	\$ 82,359	\$ 82,359	\$ 83,370
-	-	34,452	59,050	39,218	TAXES & BENEFITS	40,001	40,001	40,231
\$	-	\$ 99,761	\$ 179,650	\$ 126,934	TOTAL PERSONNEL SERVICES	\$ 122,360	\$ 122,360	\$ 123,601
				MATERIAL & SERVICES				
-	7,627	15,000	3,010	MAINTENANCE, SUPPLIES, & SERVICES	10,000	10,000	10,000	
-	11,514	10,000	5,398	TRAVEL & TRAINING	10,000	10,000	10,000	
-	199	1,000	-	DUES & MEMBERSHIPS	1,000	1,000	1,000	
-	3,837	35,000	31,220	PROFESSIONAL SVCS-LEGAL & OTHER	35,000	35,000	35,000	
-	19,402	12,000	28,988	PROFESSIONAL SVCS-OTHER	12,000	12,000	12,000	
-	-	1,500,000	1,500,000	PERS BUYDOWN - FUND SIDE ACCOUNT	-	-	-	
\$	-	\$ 42,579	\$ 1,573,000	\$ 1,568,616	TOTAL MATERIAL & SERVICES	\$ 68,000	\$ 68,000	\$ 68,000
\$	-	\$ 142,340	\$ 1,752,650	\$ 1,695,550	TOTAL HR	\$ 190,360	\$ 190,360	\$ 191,601

INSURANCE/RISK/SAFETY

				PERSONNEL SERVICES				
\$	-	\$ -	\$ -	\$ -	WAGES & SALARIES	\$ -	\$ -	\$ -
-	-	1,542	-	-	TAXES & BENEFITS	-	-	-
\$	-	\$ 1,542	\$ -	\$ -	TOTAL PERSONNEL SERVICES	\$ -	\$ -	\$ -
				MATERIAL & SERVICES				
-	66	1,000	9,332	MAINTENANCE, SUPPLIES, & SERVICES	5,000	5,000	5,000	

-	480	1,000	100	TRAVEL & TRAINING	1,000	1,000	1,000
-	-	1,000	-	DUES & MEMBERSHIPS	1,000	1,000	1,000
-	144,592	190,000	157,008	INSURANCE	190,000	190,000	190,000
\$ -	\$ 145,138	\$ 193,000	\$ 166,440	TOTAL MATERIAL & SERVICES	\$ 197,000	\$ 197,000	\$ 197,000
\$ -	\$ 146,680	\$ 193,000	\$ 166,440	TOTAL INSURANCE/RISK/SAFETY	\$ 197,000	\$ 197,000	\$ 197,000

ASSET MANAGEMENT

PERSONNEL SERVICES							
\$ -	\$ 701,849	\$ 790,000	\$ 790,000	WAGES & SALARIES	\$ 858,172	\$ 858,172	\$ 864,957
-	276,177	361,280	361,280	TAXES & BENEFITS	276,745	276,745	278,163
\$ -	\$ 978,026	\$ 1,151,280	\$ 1,151,280	TOTAL PERSONNEL SERVICES	\$ 1,134,918	\$ 1,134,918	\$ 1,143,120
MATERIAL & SERVICES							
-	1,296	15,000	-	SHOP SUPPLIES	15,000	15,000	15,000
-	2,157	1,000	4,146	DUES & MEMBERSHIPS	1,000	1,000	1,000
-	21,953	30,000	26,940	GASOLINE	35,000	35,000	35,000
-	239	7,800	-	INSURANCE	2,500	2,500	2,500
-	21,508	18,000	21,822	VEHICLE/EQUIPMENT MAINTENANCE	23,000	23,000	23,000
-	-	6,500	-	PHONES	-	-	-
-	13,603	5,000	22,760	MISCELLANEOUS	5,000	5,000	5,000
-	705	2,000	1,522	TRAVEL & TRAINING	2,000	2,000	2,000
-	11,682	18,000	16,680	UTILITIES	18,000	18,000	18,000
-	-	5,000	-	PROFESSIONAL SVCS-LEGAL & OTHER	5,000	5,000	5,000
\$ -	\$ 73,143	\$ 108,300	\$ 93,870	TOTAL MATERIAL & SERVICES	\$ 106,500	\$ 106,500	\$ 106,500
CAPITAL OUTLAY							
\$ -	\$ 63,683	85,000	43,097	CAPITAL PURCHASES	85,000	85,000	85,000
-	63,683	85,000	43,097	TOTAL CAPITAL OUTLAY	85,000	85,000	85,000
\$ -	\$ 1,114,852	\$ 1,344,580	\$ 1,288,247	TOTAL ASSET MANAGEMENT	\$ 1,326,418	\$ 1,326,418	\$ 1,334,620

CAPITAL DEVELOPMENT

PERSONNEL SERVICES							
\$ -	\$ -	\$ 91,600	\$ 91,600	WAGES & SALARIES	\$ 234,267	\$ 234,267	\$ 235,389
-	-	64,120	64,120	TAXES & BENEFITS	102,419	102,419	102,662
\$ -	\$ -	\$ 155,720	\$ 155,720	TOTAL PERSONNEL SERVICES	\$ 336,686	\$ 336,686	\$ 338,051
MATERIAL & SERVICES							
-	-	1,000	1,000	OFFICE SUPPLIES	1,000	1,000	1,000
-	-	1,000	1,000	DUES & MEMBERSHIPS	1,000	1,000	1,000
-	-	3,000	3,000	MISCELLANEOUS	3,000	3,000	3,000
-	-	3,000	3,000	TRAVEL & TRAINING	14,000	14,000	14,000
-	-	2,000	2,000	PROFESSIONAL SVCS-LEGAL & OTHER	2,000	2,000	2,000
\$ -	\$ -	\$ 10,000	\$ 10,000	TOTAL MATERIAL & SERVICES	\$ 21,000	\$ 21,000	\$ 21,000
\$ -	\$ -	\$ 165,720	\$ 165,720	TOTAL CAPITAL DEVELOPMENT	\$ 357,686	\$ 357,686	\$ 359,051
\$ -	\$ 2,983,738	\$ 5,319,800	\$ 4,985,253	TOTAL OPERATING EXPENDITURES	\$ 3,861,076	\$ 3,861,076	\$ 3,877,075

-	-	540,000	-	CONTINGENCY	550,000	550,000	534,000
\$ -	\$ 2,983,738	\$ 5,859,800	\$ 4,985,253	TOTAL EXPENDITURES	\$ 4,411,076	\$ 4,411,076	\$ 4,411,075

\$ -	\$ 102,552	\$ 10,000	\$ (101,514)	Change in Fund Balance	\$ -	\$ -	\$ -
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\$	-	\$	102,552	\$	10,000	\$	(101,514)	ENDING FUND BALANCE	\$	-	\$	-	\$	-
APPROPRIATIONS														
\$	-	\$	2,075,937	\$	2,323,230	\$	2,352,698	PERSONNEL SERVICES	\$	2,562,876	\$	2,562,876	\$	2,578,875
\$	-	\$	826,010	\$	2,735,850	\$	2,413,738	MATERIALS & SERVICES	\$	1,213,200	\$	1,213,200	\$	1,213,200
\$	-	\$	81,791	\$	95,000	\$	53,097	CAPITAL OUTLAY	\$	85,000	\$	85,000	\$	85,000
\$	-	\$	-	\$	540,000	\$	-	CONTINGENCIES	\$	550,000	\$	550,000	\$	534,000
\$	-	\$	2,983,738	\$	5,694,080	\$	4,819,533	TOTAL APPROPRIATIONS	\$	4,411,076	\$	4,411,076	\$	4,411,075
\$	-	\$	102,552	\$	175,720	\$	64,207	ENDING FUND BALANCE - UNASSIGNED	\$	-	\$	-	\$	-
\$	-	\$	3,086,290	\$	5,869,800	\$	4,883,740	TOTAL REQUIREMENTS	\$	4,411,076	\$	4,411,076	\$	4,411,075

*This fund was created in fiscal year 2024-25 and does not have history prior to that fiscal year.

CAPITAL RESERVE FUND

The Capital Reserve Fund is a capital projects fund that will accumulate resources to pay for capital repairs and improvements to the Port's industrial and commercial properties. This fund is new this year, and the calculations to determine the payments into this fund are still being refined.

Resources will be paid out of the General Fund into the Capital Reserve Fund to cover capital repairs and improvements as they become necessary. Creation of this fund is intended to smooth expenditures in the Industrial and Commercial departments in the General Fund. Additional departments may be added in future years.

**PORT OF HOOD RIVER
CAPITAL RESERVE FUND
BUDGET FOR FISCAL YEAR 2026-27**

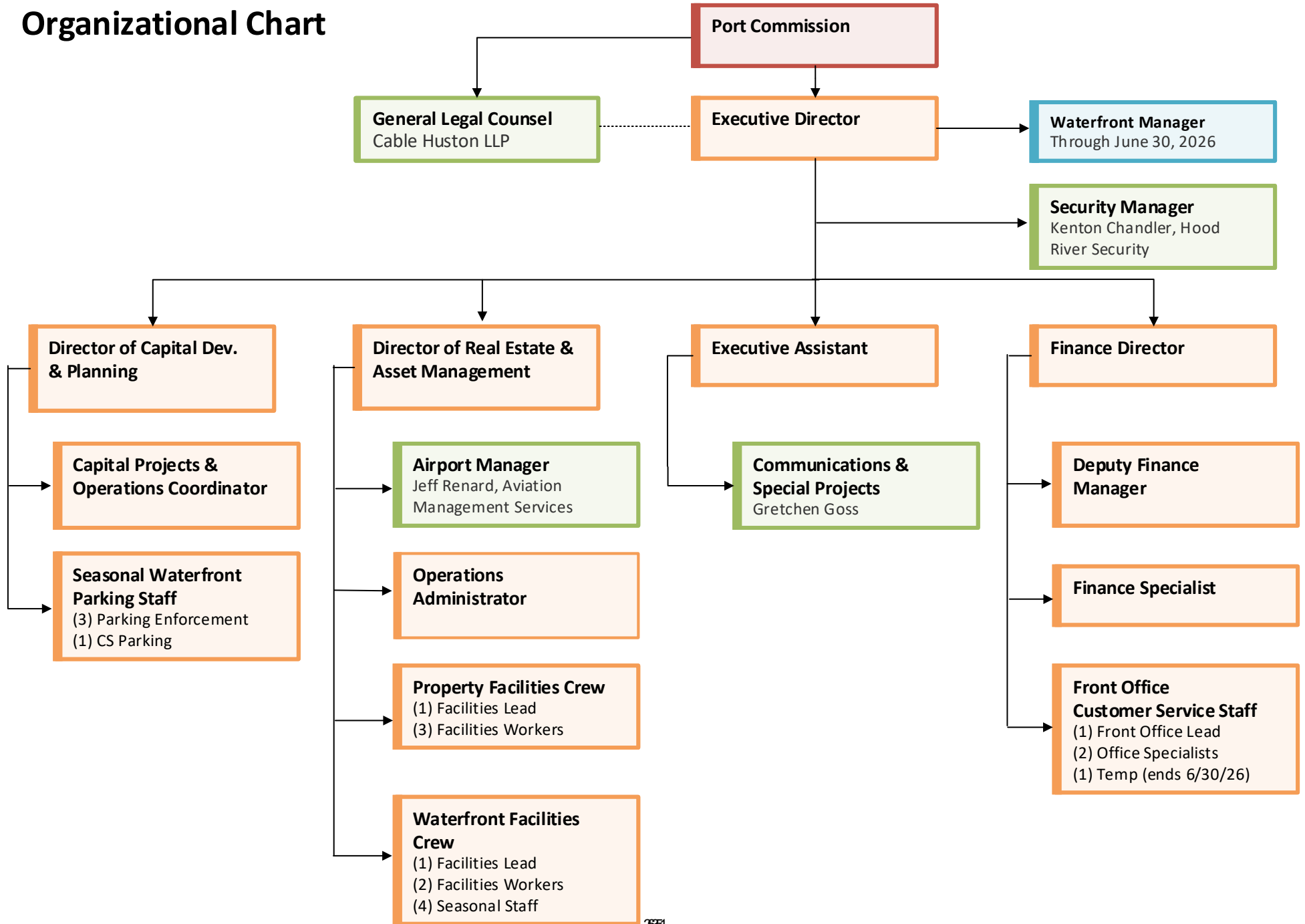
HISTORICAL DATA		ADOPTED	RESOURCES & EXPENDITURES	BUDGET FY 2026-27		
2 YRS PRIOR FY 2023-24	1YR PRIOR FY 2024-25	BUDGET FY 2025-26		PROPOSED	APPROVED	ADOPTED
RESOURCE						
BEGINNING FUND BALANCE (BUDGETARY BASIS)						
-	-	-	Big 7	-	-	-
-	-	-	Halyard	-	-	-
-	-	-	Jensen	-	-	-
-	-	-	Timber Incubator	-	-	-
-	-	-	205 Wasco Loop	-	-	-
-	-	-	200 Wasco Court	-	-	-
-	-	-	211 Wasco Court	-	-	-
-	-	-	TOTAL BEGINNING FUND BALANCE	-	-	-
-	-	-	INTEREST INCOME	-	-	-
-	-	-	ADDITIONS TO RESERVES			
-	-	-	Big 7	2,500	2,500	2,500
-	-	-	Halyard	25,362	25,362	25,362
-	-	-	Jensen	38,433	38,433	38,433
-	-	-	Timber Incubator	6,204	6,204	6,204
-	-	-	205 Wasco Loop	5,000	5,000	5,000
-	-	-	200 Wasco Court	12,500	12,500	12,500
-	-	-	211 Wasco Court	12,500	12,500	12,500
-	-	-	TOTAL REVENUE	102,499	102,499	102,499
\$ -	\$ -	\$ -	TOTAL RESOURCES	\$ 102,499	\$ 102,499	\$ 102,499
EXPENDITURES						
CAPITAL OUTLAY						
-	-	-	Big 7	-	-	-
-	-	-	Halyard	-	-	-
-	-	-	Jensen	-	-	-
-	-	-	Timber Incubator	-	-	-
-	-	-	205 Wasco Loop	-	-	-
-	-	-	200 Wasco Court	-	-	-
-	-	-	211 Wasco Court	-	-	-
\$ -	\$ -	\$ -	TOTAL CAPITAL OUTLAY	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	TOTAL OPERATIONS EXPENDITURES	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	TOTAL EXPENDITURES	\$ -	\$ -	\$ -

ENDING FUND BALANCE												
\$	-	\$	-	\$	-	Big 7	\$	2,500	\$	2,500	\$	2,500
	-		-		-	Halyard		25,362		25,362		25,362
	-		-		-	Jensen		38,433		38,433		38,433
	-		-		-	Timber Incubator		6,204		6,204		6,204
	-		-		-	205 Wasco Loop		5,000		5,000		5,000
	-		-		-	200 Wasco Court		12,500		12,500		12,500
	-		-		-	211 Wasco Court		12,500		12,500		12,500
\$	-	\$	-	\$	-	TOTAL ENDING FUND BALANCE	\$	102,499	\$	102,499	\$	102,499

APPROPRIATIONS												
\$	-	\$	-	\$	-	CAPITAL OUTLAY	\$	-	\$	-	\$	-
\$	-	\$	-	\$	-	TOTAL APPROPRIATIONS	\$	-	\$	-	\$	-
\$	-	\$	-	\$	-	TOTAL REQUIREMENTS	\$	-	\$	-	\$	-

ORGANIZATIONAL CHART

Port of Hood River Organizational Chart



PERSONNEL SUMMARY AND COMPARISON

PORT OF HOOD RIVER
PERSONNEL SUMMARY AND COMPARISON
FY 2026-27

PERSONNEL SUMMARY

WAGES			
Actuals		Budget	Budget
FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
\$ 1,999,589	\$ 2,372,149	\$ 2,255,396	

Wages - Budget Impact

Base payroll reflects proposed FY 2026–27 staffing levels and is lower than the prior adopted wage budget:	\$ 2,131,224
COLA modeled based on historical trends and applicable cost-of-living index:	\$ 50,881
Payroll contingency included to address unanticipated staffing adjustments or overtime demands:	\$ 218,210
Total proposed payroll authorization:	\$ 2,400,315
<i>Modeled increase over prior year (including COLA and contingency):</i>	<i>6.43%</i>

TAXES & BENEFITS			
Actuals		Budget	Budget
FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
\$ 894,662	\$ 1,396,047	\$ 1,074,821	

Benefit - Budget Impact

Payroll taxes reflect projected taxable wage base and statutory rates:	175,878
Healthcare projection based on current enrollment and an anticipated 5% premium adjustment:	326,104
PERS employer contributions reflect the reduced buy-down rate and staffing assumptions:	253,061
Value-Based Compensation Program reflects program participation:	48,006
Benefits contingency included for flexibility during the fiscal year:	75,504
Total forecasted taxes and benefits	878,553
<i>Decrease from FY 2025–26 Adopted Benefits Budget</i>	<i>-18.26%</i>

The projected reduction is primarily driven by reduced PERS employer contributions resulting from the buy-down program, lower staffing levels, and a reduced contingency allocation. Note that the PERS buy-down is saving approximately \$100,000 per year.

NUMBER OF EMPLOYEES BY DEPARTMENT

	FY 2025-26		FY 2026-27			
	Office	Facilities	Customer Service Dep	Finance / Executive	Real Estate / Facilities	Develop & Planning
Full-time	11.0	9.0	4.0	5.0	8.0	2.0
Part-time	1.0	-				-
Seasonal	5.0	6.0	0.5	0.5	3.0	1.0
FTE*	14.0	12.0	4.5	5.5	11.0	3.0
Total FTE	<u>26.0</u>			<u>24.0</u>		

PERSONNEL AND BENEFITS DISTRIBUTED BY FUND:

TOTAL PERSONNEL AND BENEFITS	
FY 2025-26	\$ 3,330,217
FY 2026-27	\$ 3,278,868
<i>Decrease in budget</i>	\$ (51,349)
<i>Percent decrease in budget</i>	<u>-1.5%</u>

	Budget	
	FY 2025-26	FY 2026-27
General Fund	\$ 616,434	\$ -
Revenue Fund	-	-
Bridge Repair Fund	-	-
Bridge Fund	212,962	429,693
Bridge Replacement Fund	-	-
Administration Fund	2,500,821	2,849,175
All Funds	<u>\$ 3,330,217</u>	<u>\$ 3,278,868</u>

PERS CONTRIBUTION RATES	Tier 1/2	Tier 3
PERS FY 2025-27	18.70%	13.96%
PERS Rate Change as a %	1.2%	-3.1%

SCHEDULE OF CAPITAL IMPROVEMENTS AND OTHER FUNDING SOURCES

**PORT OF HOOD RIVER
CAPITAL IMPROVEMENT LIST FISCAL YEAR 2026-27**

Capital Projects Tracking List				
Requirements				
Facility	Budget Year	Department	Project Title	Estimate
4100	26/27	GF-Airport	South Apron T-Hangars/Turf Taxilane - Final	\$150,000
4100	26/27	GF-Airport	Jeanette Rd. improvements	\$98,000
4100	26/27	GF-Airport	Terminal Building	\$689,200
2500	26/27	Bridge	Right of Way Appraisals	\$20,000
2500	26/27	Bridge	Miscellaneous Painting/Steel Repairs	\$1,300,000
2500	26/27	Bridge	Embankment Slough Repairs	\$200,000
2500	26/27	Bridge	Deck Welding (annual)	\$100,000
2500	26/27	Bridge	Replace bolts & guard rails segments	\$60,000
2500	26/27	Bridge	M&E Inspections	\$85,000
2500	26/27	Bridge	Lubricate Wire Ropes (annual)	\$50,000
2500	26/27	Bridge	Miscellaneous Additional Repairs and Maintenance	\$370,000
2500	26/27	Bridge	Operational Manuals and Training	\$155,000
2500	26/27	Bridge	Upgrade BreezeBy for phone customer service	\$35,000
2500	26/27	Bridge	Interoperability with WSDOT	\$75,000
5100	26/27	GF-Marina Basin	6(f) Research Study Marina Basin	\$20,000
5100	26/27	GF-Marina Basin	Marina Green Park Placeholder	\$10,000
3101	26/27	GF-Industrial	Big 7 Drainage and Grading Corrections	\$150,000
3101	26/27	GF-Industrial	Big 7 Sealant & Penetration Repairs	\$45,000
3101	26/27	GF-Industrial	Big 7 Perimeter French Drain	\$180,000
3101	26/27	GF-Industrial	Big 7 East Retaining Wall Repair	\$80,000
3101	26/27	GF-Industrial	Big 7 Structural Engineer & Crack Repairs	\$75,000
3110	26/27	GF-Industrial	Halyard Placeholder	\$80,000
3120	26/27	GF-Industrial	Jensen Roof	\$760,000
3150	26/27	GF-Industrial	Wasco Placeholder	\$15,000
3160	26/27	GF-Industrial	Wasco II Admin Remodel	\$885,000
3210	26/27	GF-Industrial	Roundabout Phase I	\$1,000,000
3210	26/27	GF-Industrial	Realignment of 1st Street	\$550,000
6101	26/27	GF-Waterfront Rec	Event Site Dock - safety resize	\$45,000
6201	26/27	GF-Waterfront Rec	Marina Beach Signage (x 2)	\$30,000
6101	26/27	GF-Waterfront Rec	Event Site Landscaping	\$20,000
6102	26/27	GF-Waterfront Rec	Nichols Landscaping	\$20,000
6102	26/27	GF-Waterfront Rec	Nichols Seawall - Pavement Repair	\$100,000
NA	26/27	Admin Fund-Maintenance	Vehicles	\$85,000

Capital Projects For FY 26-27				
Resources				
Amount	Source	Net to Cash	Cash Source	Purpose
\$ 85,000.00	n/a	(\$65,000)	Cash Reserves	Revenue Creation
\$ -	n/a	(\$98,000)	Cash Reserves	Revenue Creation
\$ 650,400.00	n/a	(\$38,800)	Cash Reserves	Safety
\$ -	n/a	(\$20,000)	Toll Revenue	Bridge Replacement
\$ -	n/a	(\$1,300,000)	Toll Revenue	Maintain Revenue
\$ -	n/a	(\$200,000)	Toll Revenue	Maintain Revenue
\$ -	n/a	(\$100,000)	Toll Revenue	Maintain Revenue
\$ -	n/a	(\$60,000)	Toll Revenue	Maintain Revenue
\$ -	n/a	(\$85,000)	Toll Revenue	Maintain Revenue
\$ -	n/a	(\$50,000)	Toll Revenue	Maintain Revenue
\$ -	n/a	(\$370,000)	Toll Revenue	Maintain Revenue
\$ -	n/a	(\$155,000)	Toll Revenue	Maintain Revenue
\$ -	n/a	(\$35,000)	Toll Revenue	Maintain Revenue
\$ -	n/a	(\$75,000)	Toll Revenue	Maintain Revenue
\$ 20,000.00	Bridge Replacement	\$0	Cash Reserves	Bridge Replacement
\$ -	n/a	(\$10,000)	Cash Reserves	Maintain waterfront assets
\$ -	n/a	(\$150,000)	Cash Reserves	Maintain Revenue
\$ -	n/a	(\$45,000)	Lease Revenue	Maintain Revenue
\$ -	n/a	(\$180,000)	Lease Revenue	Maintain Revenue
\$ -	n/a	(\$80,000)	Lease Revenue	Maintain Revenue
\$ -	n/a	(\$75,000)	Lease Revenue	Maintain Revenue
\$ -	n/a	(\$80,000)	Lease Revenue	Maintain Revenue
\$ -	n/a	(\$760,000)	Lease Revenue	Maintain Revenue
\$ -	n/a	(\$15,000)	Lease Revenue	Maintain Revenue
\$ 885,000.00	Bridge Replacement	\$0	Lease Revenue	Maintain Revenue
\$ -	n/a	(\$1,000,000)	Cash Reserves	Safety
\$ 440,000.00	Capital Grants	(\$110,000)	Cash Reserves	Safety
\$ -	n/a	(\$45,000)	Cash Reserves	Safety
\$ 30,000.00	Grant TBD	\$0	Cash Reserves	Maintain waterfront assets
\$ 20,000.00	Grant TBD	\$0	Cash Reserves	Maintain waterfront assets
\$ 20,000.00	Grant TBD	\$0	Cash Reserves	Maintain waterfront assets
\$ -	n/a	(\$100,000)	Cash Reserves	Safety
\$ -	n/a	(\$85,000)	Cash Reserves	Reduce Expenses

2500	Existing Bridge
3101	Big 7, 616 Industrial St, Hood River
3110	Halyard Bldg, 707 Portway, Hood River
3150	Wasco Bldg, 200 Wasco Loop, Hood River
3160	Wasco II 200 Wasco Court, Hood River
3210	Waterfront Trans, 1st & Riverside, Hood River
4100	Airport
5100	Marina Basin
6101	Event Site, Waterfront
6102	Nichols Basin, Waterfront

Total Capital Outlay	\$7,537,200	\$ 2,150,400.00	(\$5,386,800)
General Fund (GF)	\$5,002,200		(\$2,091,800)
Bridge Fund	\$2,450,000		(\$2,450,000)
Administration Fund	\$85,000		(\$85,000)
Total Capital Outlay by Fund	\$7,537,200		(\$4,626,800) Use of Port reserves/revenues
Not shown above - Replacement Bridge	\$2,500,000		
Total as shown in Budget for Capital Outlay	\$10,037,200		

TOTAL SUMMARY OF REVENUES AND EXPENDITURES

PORT OF HOOD RIVER
Schedule of Revenues and Expenditures
Adopted Budget
FY 2026-27

	Revenues	Personnel Services	Materials & Services	Net Revenues			Special Payments	Debt Service	Required Transfers	Other Transfers	Change in Fund Balance (does not include contingency)
				Before Capital Outlay	Other Sources	Capital Outlay					
Bridge Fund	\$ 9,900,200	\$ 467,943	\$ 3,258,370	\$ 6,173,887	\$ -	\$ 2,450,000	\$ -	\$ -	\$ (3,828,400)	\$ -	\$ (104,513)
General Fund											
Non-departmental Revenue	\$ 352,000			\$ 352,000	\$ 20,550					\$ -	\$ 372,550
Big 7	357,625	-	328,081	29,544	-	530,000	-	-	-	-	(500,456)
Halyard	890,000	-	722,089	167,911	-	80,000	-	-	-	-	87,911
Jensen	700,436	-	372,934	327,502	-	760,000	-	-	-	-	(432,498)
Maritime	439,000	-	110,745	328,255	-	-	-	-	-	-	328,255
Timber Incubator	106,400	-	60,122	46,278	-	-	-	-	-	-	46,278
Wasco	210,000	-	216,588	(6,588)	-	15,000	-	-	-	-	(21,588)
Wasco II (200 Wasco Ct)	-	-	135,000	(135,000)	1,500,000	885,000	-	-	-	-	480,000
Wasco III (211 Wasco Ct)	63,250	-	84,350	(21,100)	-	-	-	-	-	-	(21,100)
Lot 1	6,000	-	33,511	(27,511)	-	-	-	-	-	-	(27,511)
Waterfront Transportation	-	-	259,230	(259,230)	440,000	1,550,000	-	-	-	-	(1,369,230)
<i>Total Industrial Properties</i>	<i>2,772,711</i>	<i>-</i>	<i>2,322,650</i>	<i>450,061</i>	<i>1,940,000</i>	<i>3,820,000</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>(1,429,939)</i>
Marina West	46,700	-	43,219	3,481	-	-	-	-	-	-	3,481
Marina East	33,048	-	69,343	(36,295)	-	-	-	-	-	-	(36,295)
Port Building	155,550	-	155,550	0	-	-	-	-	-	-	0
Marina Property Redevelopment	-	-	85,500	(85,500)	-	-	-	-	-	-	(85,500)
<i>Total Commercial Properties</i>	<i>235,298</i>	<i>-</i>	<i>353,612</i>	<i>(118,314)</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>(118,314)</i>
Airport	374,400	-	543,680	(169,280)	735,400	937,200	-	-	-	-	(371,080)
Marina Basin	508,300	-	653,604	(145,304)	27,000	30,000	-	70,000	-	-	(218,304)
Eventsite	91,000	-	261,941	(170,941)	-	95,000	-	-	-	-	(265,941)
Nichols Basin	25,000	-	116,875	(91,875)	-	120,000	-	-	-	-	(211,875)
The Hook	8,000	-	85,012	(77,012)	-	-	-	-	-	-	(77,012)
The Spit	3,500	-	89,789	(86,289)	-	-	-	-	-	-	(86,289)
Trails & Footbridge	-	-	5,500	(5,500)	-	-	-	-	-	-	(5,500)
Parking	650,000	55,000	462,676	132,324	-	-	-	-	-	-	132,324
Non-departmental Expense	-	-	-	-	-	-	71,000	-	-	-	(71,000)
	777,500	55,000	1,021,792	(299,292)	-	215,000	71,000	-	-	-	(585,292)
General Fund Total	\$ 5,020,209	\$ 55,000	\$ 4,895,339	\$ 69,870	\$ 2,722,950	\$ 5,002,200	\$ 71,000	\$ 70,000	\$ -	\$ -	\$ (2,350,380)
Bridge Replacement Fund	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bi-State Bridge Fund	\$ 20,000	\$ -	\$ 3,848,400	\$ (3,828,400)	\$ -	\$ -	\$ -	\$ -	\$ 3,828,400	\$ -	\$ -
Administration Fund	\$ 3,822,075	\$ 2,578,875	\$ 1,213,200	\$ 30,000	\$ 55,000	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 0
Capital Reserve Fund	\$ 102,499	\$ -	\$ -	\$ 102,499	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102,499
Total all Funds	\$ 18,864,984	\$ 3,101,819	\$ 13,215,309	\$ 2,547,856	\$ 5,277,950	\$ 10,037,200	\$ 71,000	\$ 70,000	\$ -	\$ -	\$ (2,352,394)

APPENDIX A

HISTORY

HISTORICAL DATA PRESENTATION

In the fiscal year 2024-2025 budget the vast majority of the Port's operations were reconfigured to allow for more logical and transparent reporting and analysis. Due to this complete transformation, comparative data based on prior years is difficult to present. For that reason, the following pages show the data as it was reported in the annual audited financial statements for historical actuals.

When appropriate, historical data has been presented in the fund schedules in this document to help facilitate historical comparisons.

The changes included changing the former Revenue Fund to the General Fund and moving individual items in the former General Fund to either the revised General Fund or to the Administration Fund. That was created in fiscal year 2024-2025. The Administration Fund allows overhead to be presented in distinct departments and then allocated to the cost/profit centers that use the services. When the Revenue Fund became the General Fund, Bridge Operations was removed from that fund and combined with Bridge Maintenance to create a standalone Bridge Fund. This allows more transparency for the use of bridge revenue, and when the new bridge opens this will allow the Port to simply remove this fund from its general ledger.

**PORT OF HOOD RIVER
GENERAL FUND
HISTORICAL DATA ONLY**

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	RESOURCES & EXPENDITURES	BUDGET FY 2025-26		
				*PROPOSED	* APPROVED	*ADOPTED
			RESOURCES			
\$ 1,042,326			Beginning Fund Balance (Budgetary Basis)			
35,811			Interest			
95,634			Tax Receipts for Current Year			
416,724			Transfer from Revenue Fund			
548,169			Current year revenues			
\$ 1,590,495			TOTAL RESOURCES			
			EXPENDITURES			
			GENERAL GOVERNMENT ADMINISTRATION			
			PERSONNEL SERVICES			
\$ 5,936			Commissioners			
93,397			Wages & Salaries - Administration			
-			Wages & Benefits - Community Service Initiative			
50,410			Taxes & Benefits			
\$ 149,743			TOTAL PERSONNEL SERVICES			
			MATERIAL & SERVICES			
48,550			Office Lease			
-			All Utilities			
46,118			Maintenance, Supplies & Services			
12,614			Travel and Meeting Expenses			
28,496			Dues and Memberships			
3,868			Insurance			
-			Professional Svcs-Federal and State Advocacy			
86,325			Professional Svcs-Legal & Other			
39,210			Professional Svcs-Audit/Accounting			
2,982			Port Newsletter			
338			Press Releases-Promotions/Advertising			
\$ 268,501			TOTAL MATERIAL & SERVICES			
\$ 418,244			TOTAL GENERAL GOVERNMENT ADMINISTRATION			
\$ 1,172,251			ENDING FUND BALANCE			
			APPROPRIATIONS			
\$ 149,743			PERSONNEL SERVICES			
\$ 268,501			MATERIALS & SERVICES			
\$ 418,244			TOTAL APPROPRIATIONS			
\$ 1,172,251			ENDING FUND BALANCE - UNASSIGNED			
\$ 1,590,495			TOTAL REQUIREMENTS			

PORT OF HOOD RIVER
BRIDGE REPAIR FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * FY 2023-24	ADOPTED BUDGET NA	RESOURCES & EXPENDITURES	BUDGET FY 2024-25		
				*PROPOSED	* APPROVED	*ADOPTED
			RESOURCES			
\$ 5,129,723			BEGINNING FUND BALANCE (BUDGETARY BASIS)			
250,406			INTEREST INCOME			
-			GRANT			
4,906			REIMBURSEMENTS/MISCELLANEOUS			
255,312			TOTAL INCOME			
			TRANSFER FROM REVENUE FUND			
1,552,763			FROM REVENUE FUND - 1994/2012 TOLLS			
388,191			FROM REVENUE FUND - 2018 TOLL INCREASE			
\$ 1,940,954			TOTAL TRANSFERS			
\$ 7,325,989			TOTAL RESOURCES			
			EXPENDITURES			
			PERSONNEL SERVICES			
\$ 61,715			WAGES - EXISTING BRIDGE			
26,273			BENEFITS - EXISTING BRIDGE			
-			WAGES - REPLACEMENT			
-			BENEFITS - REPLACEMENT			
\$ 87,988			TOTAL PERSONNEL SERVICES			
			MATERIAL & SERVICES			
-			MAINTENANCE/FLAGGING			
1,054			INSURANCE			
117,933			PROFESSIONAL SERVICES - EXISTING BRIDGE			
1,147			PROFESSIONAL SERVICES - EXISTING BRIDGE - LEGAL			
6,400			MISCELLANEOUS - EXISTING BRIDGE			
\$ 126,534			TOTAL MATERIAL & SERVICES			
			CAPITAL OUTLAY			
1,727,155			CAPITAL PURCHASE - EXISTING BRIDGE			
\$ 1,727,155			TOTAL CAPITAL OUTLAY			
\$ 1,941,677			TOTAL OPERATIONS EXPENDITURES			
			CONTINGENCY			
\$ 1,941,677			TOTAL EXPENDITURES			
\$ 5,384,312			ENDING FUND BALANCE			
			APPROPRIATIONS			
\$ 87,988			PERSONNEL SERVICES			
\$ 126,534			MATERIALS & SERVICES			
\$ 1,727,155			CAPITAL OUTLAY			
\$ -			CONTINGENCIES			
\$ 1,941,677			TOTAL APPROPRIATIONS			
\$ 5,384,312			FUND BALANCE - COMMITTED			
\$ -			FUND BALANCE - RESTRICTED			
\$ 7,325,989			TOTAL REQUIREMENTS			

**PORT OF HOOD RIVER
BRIDGE REPLACEMENT FUND
HISTORICAL DATA ONLY**

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	RESOURCES & EXPENDITURES	BUDGET FY 2024-25		
				*PROPOSED	* APPROVED	*ADOPTED
			RESOURCE			
\$ -			BEGINNING FUND BALANCE (BUDGETARY BASIS)			
88,416			INTEREST INCOME			
81,049			GRANT - STATE OF WASHINGTON			
-			GRANT - BUILD			
699,629			ARPA			
270,044			TRANSFER FROM REVENUE FUND			
\$ 1,139,138			TOTAL REVENUE			
\$ 1,139,138			TOTAL RESOURCES			
			EXPENDITURES			
			PERSONNEL SERVICES			
27,234			WAGES - REPLACEMENT			
11,038			BENEFITS - REPLACEMENT			
\$ 38,272			TOTAL PERSONNEL SERVICES			
			MATERIAL & SERVICES - ADMINISTRATIVE			
18,637			IT, INTERNET AND PHONE SERVICES			
36,284			TRAVEL AND LODGING			
53,056			OFFICE EQUIPMENT AND SUPPLIES			
634,519			OTHER - MISCELLANEOUS			
31,050			PROFESSIONAL SERVICES - NEPA			
447,332			PROFESSIONAL SERVICES - OTHER STUDIES/AGENCY REVIEW			
859,675			PROFESSIONAL SERVICES - OTHER			
154,884			PROFESSIONAL SERVICES - LEGAL			
236,897			PROFESSIONAL SERVICES - ADVOCACY			
\$ 2,472,334			TOTAL MATERIAL & SERVICES			
			CAPITAL OUTLAY			
-			CAPITAL IMPROVEMENT PROJECT - PROJECT MANAGEMENT			
5,980,242			CAPITAL IMPROVEMENT PROJECT - ENGINEERING			
\$ 5,980,242			TOTAL CAPITAL OUTLAY			
\$ 8,490,848			TOTAL OPERATIONS EXPENDITURES			
\$ 8,490,848			TOTAL EXPENDITURES			
\$ (7,351,710)			ENDING FUND BALANCE			
			APPROPRIATIONS			
\$ 38,272			PERSONNEL SERVICES			
\$ 2,472,334			MATERIALS & SERVICES			
\$ 5,980,242			CAPITAL OUTLAY			
\$ 8,490,848			TOTAL APPROPRIATIONS			
\$ 1,139,138			TOTAL REQUIREMENTS			

PORT OF HOOD RIVER
BI-STATE BRIDGE REPLACEMENT FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	RESOURCES & EXPENDITURES		
			*PROPOSED	* APPROVED	*ADOPTED
			RESOURCE		
\$ -			BEGINNING FUND BALANCE (BUDGETARY BASIS)		
53,448			INTEREST INCOME		
			TRANSFERS		
2,958,637			FROM REVENUE FUND - 2023 TOLL INCREASE		
2,958,637			TOTAL TRANSFERS		
\$ 3,012,085			TOTAL RESOURCES		
			EXPENDITURES		
			MATERIAL & SERVICES - ADMINISTRATIVE		
2,708,519			PAYMENT TO BI-STATE BRIDGE AUTHORITY		
\$ 2,708,519			TOTAL MATERIAL & SERVICES		
\$ 2,708,519			TOTAL EXPENDITURES		
			ENDING FUND BALANCE		
\$ 303,566					
			APPROPRIATIONS		
\$ 2,708,519			MATERIALS & SERVICES		
\$ 2,708,519			TOTAL APPROPRIATIONS		
\$ 3,012,085			TOTAL REQUIREMENTS		

PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	RESOURCES	BUDGET FY 2025-26		
				*PROPOSED	* APPROVED	*ADOPTED
\$ 11,001,891			BEGINNING FUND BALANCE (BUDGETARY BASIS)			
605,239			INTEREST			
\$ 11,607,130			TOTAL UNALLOCATED RESOURCES			
			TOLL BRIDGE			
5,582,601			BRIDGE TOLLS			
2,958,637			BRIDGE TOLLS - 2023 INCREASE			
37,975			CABLE CROSSING LEASES			
92,501			BREEZEBY INTERAGENCIES			
48,444			OTHER			
\$ 8,720,158			TOTAL TOLL BRIDGE			
			INDUSTRIAL BUILDINGS			
			Big 7 Building			
-			LEASE INCOME			
42,271			REIMBURSABLE UTILITIES			
-			PROPERTY TAX			
2,400			OTHER			
\$ 44,671			TOTAL BIG 7 BUILDING			
			Jensen Property			
473,955			LEASE INCOME			
103,618			REIMBURSABLE UTILITIES			
-			FINANCING SOURCES/INSURANCE			
\$ 577,573			TOTAL JENSEN PROPERTY			
			Maritime Building			
410,761			LEASE INCOME			
\$ 410,761			TOTAL MARITIME BUILDING			
			Halyard Building			
879,111			LEASE INCOME			
\$ 879,111			TOTAL HALYARD BUILDING			
			Timber Incubator Property			
86,033			LEASE INCOME			
8,501			REIMBURSABLE UTILITIES			
7,982			PROPERTY TAXES			
\$ 102,516			TOTAL TIMBER INCUBATOR PROPERTY			
			Wasco			
279,373			LEASE INCOME			
-			PROPERTY TAXES			
\$ 279,373			TOTAL WASCO STREET BUSINESS PARK			
			Lower Mill			
29,278			LEASE INCOME			
34,250			OTHER FINANCING SOURCES			
\$ 63,528			TOTAL LOWER MILL			

PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	RESOURCES	BUDGET FY 2025-26		
				*PROPOSED	* APPROVED	*ADOPTED
\$ 2,357,533			TOTAL INDUSTRIAL BUILDINGS			
			COMMERCIAL BUILDINGS			
			State DMV Office Building			
44,694			LEASE INCOME			
\$ 50,049			TOTAL STATE DMV OFFICE BUILDING			
			Marina Office Building			
49,546			LEASE INCOME			
15,714			REIMBURSABLE UTILITIES			
-			PROPERTY TAX			
\$ 65,260			TOTAL MARINA OFFICE BUILDING			
			Port Office			
48,550			LEASE INCOME			
2,343			OTHER SOURCES			
\$ 50,893			TOTAL PORT OFFICE			
\$ 166,202			TOTAL COMMERCIAL BUILDINGS			
			WATERFRONT INDUSTRIAL LAND			
5,910			OTHER INCOME			
153,017			INCOME FROM GRANTS			
240,660			PARKING			
\$ 399,587			TOTAL WATERFRONT INDUSTRIAL LAND			
			WATERFRONT RECREATION			
			Event Site			
175,725			-EVENT SITE PARKING			
29,100			-EVENT SITE SPECIAL EVENTS			
22,880			-SAILING SCHOOLS/CONCESSIONS			
\$ 227,705			TOTAL WATERFRONT EVENT SITE			
			***Hook/Spit/Nichols**			
14,387			SAILING SCHOOLS/CONCESSION/SPECIAL EVENTS			
4,993			NICHOLS CONCESSION/SPECIAL EVENTS/LEASE			
3,000			GRANT			
\$ 22,380			TOTAL HOOK/SPIT			
			Marina Park			
8,896			SHOP BUILDING #3			
5,690			UTILITIES			
7,105			CONCESSIONS/OTHER			
716			SHOWERS			
4,000			SPECIAL EVENTS			
\$ 26,407			TOTAL MARINA PARK			
\$ 276,492			TOTAL WATERFRONT RECREATION			

**MARINA **

**PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY**

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	RESOURCES	BUDGET FY 2025-26		
				*PROPOSED	* APPROVED	*ADOPTED
316,250			MOORAGE SLIP LEASE INCOME			
68,595			MOORAGE ASSESSMENT			
-			STATE MARINE BOARD			
10,393			REIMBURSABLE UTILITIES			
15,931			MISCELLANEOUS-Transient dock			
18,200			CRUISE SHIPS			
132,300			GRANT/OTHER SOURCES			
\$ 561,669			TOTAL MARINA			
			AIRPORT			
169,987			T-HANGARS LEASES INCOME			
25,459			HANGAR 1 LEASE INCOME			
35,002			HANGAR LEASE INCOME			
32,859			LAND LEASES			
20,351			REIMBURSED UTILITIES			
1,370			PROPERTY TAX			
185,807			GRANT			
15,220			MISCELLANEOUS			
\$ 486,055			TOTAL AIRPORT			
			GENERAL			
-			ADMINISTRATION GRANTS			
-			CONTRACT SERVICES - IGA			
-			MISCELLANEOUS			
\$ -			TOTAL GENERAL			
\$ 24,574,826			TOTAL RESOURCES			

PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	EXPENDITURES		
			*PROPOSED	* APPROVED	*ADOPTED
			TOLL BRIDGE		
\$ 784,684			PERSONNEL SERVICES		
359,541			WAGES & SALARIES		
\$ 1,144,225			TAXES & BENEFITS		
			TOTAL PERSONNEL SERVICES		
17,777			MATERIALS & SERVICES		
-			ALL UTILITIES		
391,292			FIXED MAINTENANCE		
361,139			INSURANCE		
-			PROFESSIONAL SERVICES -Other		
262,893			PROFESSIONAL SERVICES -Legal		
45,435			CREDIT CARD PROCESSING		
8,523			TRANSPONDER WRITE-OFF		
\$ 1,087,059			MISCELLANEOUS REPAIRS & PURCHASES		
			TOTAL MATERIALS & SERVICES		
191,995			CAPITAL OUTLAY		
\$ 2,423,279			CAPITAL PURCHASES AND IMPROVEMENTS		
			TOTAL TOLL BRIDGE		
			INDUSTRIAL BUILDINGS		
			Big 7 Building		
54,319			PERSONNEL SERVICES		
22,729			WAGES & SALARIES		
\$ 77,048			TAXES & BENEFITS		
			TOTAL PERSONNEL SERVICES		
63,651			MATERIALS & SERVICES		
25,417			ALL UTILITIES		
17,115			FIXED MAINTENANCE		
8,446			INSURANCE		
13,643			PROPERTY TAX		
-			PROFESSIONAL SERVICES-Design & Engineering		
53,548			PROFESSIONAL SERVICES-Legal		
\$ 181,820			MISCELLANEOUS REPAIRS & PURCHASES		
			TOTAL MATERIALS & SERVICES		
14,733			CAPITAL OUTLAY		
\$ 273,601			CAPITAL IMPROVEMENTS		
			TOTAL BIG 7 BUILDING		
			Jensen Property		
62,766			PERSONNEL SERVICES		
26,162			WAGES & SALARIES		
\$ 88,928			TAXES & BENEFITS		
			TOTAL PERSONNEL SERVICES		
105,539			MATERIALS & SERVICES		
16,038			ALL UTILITIES		
10,802			FIXED MAINTENANCE		
42,908			INSURANCE		
1,800			PROPERTY TAX		
-			PROFESSIONAL SERVICES-Design & Engineering		
			PROFESSIONAL SERVICES-Legal		

PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	EXPENDITURES	BUDGET FY 2024-25		
				*PROPOSED	* APPROVED	*ADOPTED
14,488			MISCELLANEOUS REPAIRS & PURCHASES			
\$ 191,575			TOTAL MATERIAL & SERVICES			
-			CAPITAL OUTLAY			
			CAPITAL IMPROVEMENTS			
1,637,007			DEBT SERVICE			
\$ 1,917,510			PRINCIPAL & INTEREST			
			TOTAL JENSEN PROPERTY			
			Maritime Building			
			PERSONNEL SERVICES			
39,230			WAGES & SALARIES			
16,386			TAXES & BENEFITS			
\$ 55,616			TOTAL PERSONNEL SERVICES			
			MATERIALS & SERVICES			
38,510			ALL UTILITIES			
7,825			FIXED MAINTENANCE			
7,282			INSURANCE			
18,755			PROPERTY TAX			
1,769			PROFESSIONAL SERVICES-Design & Engineering			
-			PROFESSIONAL SERVICES-Legal			
1,400			MISCELLANEOUS REPAIRS & PURCHASES			
\$ 75,541			TOTAL MATERIALS & SERVICES			
			CAPITAL OUTLAY			
-			CAPITAL IMPROVEMENTS			
\$ 131,157			TOTAL MARITIME BUILDING			
			Halyard Building			
			PERSONNEL SERVICES			
59,510			WAGES & SALARIES			
24,729			TAXES & BENEFITS			
\$ 84,239			TOTAL PERSONNEL SERVICES			
			MATERIALS & SERVICES			
355,620			ALL UTILITIES			
15,341			FIXED MAINTENANCE			
6,259			INSURANCE			
73,197			PROPERTY TAX			
2,267			PROFESSIONAL SERVICES-Design & Engineering			
-			PROFESSIONAL SERVICES-Legal			
3,332			MISCELLANEOUS REPAIRS & PURCHASES			
\$ 456,016			TOTAL MATERIALS & SERVICES			
			CAPITAL OUTLAY			
46,063			CAPITAL IMPROVEMENTS			
\$ 586,318			TOTAL HALYARD BUILDING			
			Timber Incubator Property			
			PERSONNEL SERVICES			
28,963			WAGES & SALARIES			
12,080			TAXES & BENEFITS			
\$ 41,043			TOTAL PERSONNEL SERVICES			
			MATERIALS & SERVICES			
8,429			ALL UTILITIES			
4,152			FIXED MAINTENANCE			

PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	EXPENDITURES	BUDGET FY 2024-25		
				*PROPOSED	* APPROVED	*ADOPTED
851			INSURANCE			
7,982			PROPERTY TAX			
-			PROFESSIONAL SERVICES-Design & Engineering			
352			MISCELLANEOUS REPAIRS & PURCHASES			
\$ 21,766			TOTAL MATERIALS & SERVICES			
\$ 62,809			TOTAL TIMBER INCUBATOR PROPERTY			
			Wasco			
50,667			PERSONNEL SERVICES			
21,290			WAGES & SALARIES			
\$ 71,957			TAXES & BENEFITS			
			TOTAL PERSONNEL SERVICES			
34,688			MATERIALS & SERVICES			
19,202			ALL UTILITIES			
7,478			FIXED MAINTENANCE			
31,021			INSURANCE			
3,578			PROPERTY TAX			
2,095			PROFESSIONAL SERVICES-Design & Engineering			
\$ 98,062			MISCELLANEOUS REPAIRS & PURCHASES			
\$ 170,019			TOTAL MATERIALS & SERVICES			
			TOTAL WASCO STREET BUSINESS PARK			
			HANEL LOWER MILL			
31,190			PERSONNEL SERVICES			
12,474			WAGES & SALARIES			
\$ 43,664			TAXES & BENEFITS			
			TOTAL PERSONNEL SERVICES			
3,316			MATERIALS & SERVICES			
839			ALL UTILITIES			
839			FIXED MAINTENANCE			
8,087			INSURANCE			
-			PROFESSIONAL SERVICES-Design & Engineering			
969			PROFESSIONAL SERVICES-Legal			
\$ 14,050			MISCELLANEOUS REPAIRS & PURCHASES			
			TOTAL MATERIALS & SERVICES			
239,256			CAPITAL OUTLAY			
\$ 296,970			CAPITAL IMPROVEMENTS			
\$ 3,438,384			TOTAL HANEL LOWER MILL			
			TOTAL INDUSTRIAL BUILDINGS			
			COMMERCIAL BUILDINGS			
			State DMV Office Building			
25,221			PERSONNEL SERVICES			
10,554			WAGES			
\$ 35,775			BENEFITS			
			TOTAL PERSONNEL SERVICES			
7,281			MATERIALS & SERVICES			
2,406			ALL UTILITIES			
1,787			FIXED MAINTENANCE			
			INSURANCE			

PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	EXPENDITURES	BUDGET FY 2024-25		
				*PROPOSED	* APPROVED	*ADOPTED
4,083			PROPERTY TAX			
2,437			PROFESSIONAL SERVICES-Design & Engineering			
-			PROFESSIONAL SERVICES-Legal			
25,805			MISCELLANEOUS REPAIRS & PURCHASES			
\$ 43,799			TOTAL MATERIALS & SERVICES			
			CAPITAL OUTLAY			
-			CAPITAL IMPROVEMENTS			
\$ 79,574			TOTAL STATE DMV OFFICE BUILDING			
			Marina Office Building			
			PERSONNEL SERVICES			
40,470			WAGES			
17,093			BENEFITS			
\$ 57,563			TOTAL PERSONNEL SERVICES			
			MATERIALS & SERVICES			
14,071			ALL UTILITIES			
1,504			FIXED MAINTENANCE			
4,766			INSURANCE			
10,131			PROPERTY TAX			
3,158			PROFESSIONAL SERVICES-Design & Engineering			
5,785			MISCELLANEOUS REPAIRS & PURCHASES			
\$ 39,415			TOTAL MATERIALS & SERVICES			
\$ 96,978			TOTAL MARINA OFFICE BUILDING			
			Port Office			
			PERSONNEL SERVICES			
39,483			WAGES			
16,670			BENEFITS			
\$ 56,153			TOTAL PERSONNEL SERVICES			
			MATERIALS & SERVICE			
13,826			ALL UTILITIES			
6,732			FIXED MAINTENANCE			
3,401			INSURANCE			
18,554			PROFESSIONAL SERVICES-Design & Engineering			
-			PROFESSIONAL SERVICES-Legal			
4,594			MISCELLANEOUS REPAIRS & PURCHASES			
\$ 47,107			TOTAL MATERIALS & SERVICES			
			CAPITAL OUTLAY			
-			CAPITAL IMPROVEMENTS			
\$ 103,260			TOTAL PORT OFFICE BUILDING			
\$ 279,812			TOTAL COMMERCIAL BUILDINGS			
			WATERFRONT INDUSTRIAL LAND			
			PERSONNEL SERVICES			
51,209			WAGES			
21,566			BENEFITS			
\$ 72,775			TOTAL PERSONNEL SERVICES			
			MATERIALS & SERVICES			
439			FIXED MAINTENANCE			
1,175			INSURANCE			
58,903			PROFESSIONAL SERVICES			

PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	EXPENDITURES	BUDGET FY 2024-25		
				*PROPOSED	* APPROVED	*ADOPTED
9,291			MISCELLANEOUS REPAIRS & PURCHASES			
\$ 69,808			TOTAL MATERIAL & SERVICES			
197,144			CAPITAL OUTLAY			
\$ 339,727			CAPITAL IMPROVEMENTS			
			TOTAL WATERFRONT INDUSTRIAL LAND			
			WATERFRONT RECREATION			
			Event Site			
92,305			PERSONNEL SERVICES			
33,048			WAGES			
\$ 125,353			BENEFITS			
			TOTAL PERSONNEL SERVICES			
29,506			MATERIALS & SERVICES			
11,495			ALL UTILITIES			
4,112			FIXED MAINTENANCE			
3,845			INSURANCE			
23,752			PROFESSIONAL SERVICES-Design & Engineering			
\$ 72,710			MISCELLANEOUS REPAIRS & PURCHASES			
			TOTAL MATERIALS & SERVICES			
4,481			CAPITAL OUTLAY			
\$ 4,481			CAPITAL IMPROVEMENTS			
\$ 202,544			TOTAL CAPITAL OUTLAY			
			TOTAL WATERFRONT EVENT SITE			
			Hook/Spit/Nichols			
47,698			PERSONNEL SERVICES			
20,981			WAGES & SALARIES			
\$ 68,679			TAXES & BENEFITS			
			TOTAL PERSONNEL SERVICES			
28,894			MATERIALS & SERVICES			
5,843			ALL UTILITIES			
8,087			NICHOLS MAINTENANCE			
864			HOOK/SPIT MAINTENANCE			
-			PROFESSIONAL SERVICES-Design & Other			
9,085			PROFESSIONAL SERVICES-Legal			
19,519			NICHOLS MISCELLANEOUS PURCHASES			
\$ 72,292			HOOK/SPIT MISCELLANEOUS PURCHASES			
\$ 140,971			TOTAL MATERIAL & SERVICES			
			TOTAL HOOK/SPIT/NICHOLS			
			Marina Park			
143,286			PERSONNEL SERVICES			
63,299			WAGES & SALARIES			
\$ 206,585			TAXES & BENEFITS			
			TOTAL PERSONNEL SERVICES			
9,647			MATERIALS & SERVICES			
13,677			ALL UTILITIES			
4,430			FIXED MAINTENANCE			
1,703			INSURANCE			
15,880			PROFESSIONAL SERVICES-Design & Engineering			
\$ 45,337			MISCELLANEOUS REPAIRS & PURCHASES			
			TOTAL MATERIALS & SERVICE			

PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	EXPENDITURES	BUDGET FY 2024-25		
				*PROPOSED	* APPROVED	*ADOPTED
9,876			CAPITAL OUTLAY			
\$ 261,798			CAPITAL IMPROVEMENTS			
\$ 605,313			TOTAL MARINA PARK			
			TOTAL WATERFRONT RECREATION			
			MARINA			
138,722			PERSONNEL SERVICES			
63,822			WAGES & SALARIES			
\$ 202,544			TAXES & BENEFITS			
			TOTAL PERSONNEL SERVICES			
41,844			MATERIALS & SERVICES			
19,947			ALL UTILITIES			
9,127			FIXED MAINTENANCE			
1,605			INSURANCE			
5,000			PROPERTY TAX			
-			PROFESSIONAL SERVICES- Other/Sheriff			
30,633			PROFESSIONAL SERVICES-Legal			
\$ 108,156			MISCELLANEOUS REPAIRS & PURCHASES			
			TOTAL MATERIALS & SERVICE			
-			CAPITAL OUTLAY			
			CAPITAL IMPROVEMENTS			
93,913			DEBT			
\$ 404,613			PRINCIPAL & INTEREST			
			TOTAL MARINA			
			AIRPORT			
130,501			PERSONNEL SERVICES			
55,600			WAGES & SALARIES			
\$ 186,101			TAXES & BENEFITS			
			TOTAL PERSONNEL SERVICES			
49,137			MATERIALS & SERVICES			
35,792			ALL UTILITIES			
16,361			FIXED MAINTENANCE			
6,007			INSURANCE			
56,405			PROPERTY TAX			
-			PROFESSIONAL SERVICES-Design & Engineering			
21,460			PROFESSIONAL SERVICES-Legal			
\$ 185,162			MISCELLANEOUS REPAIRS & PURCHASES			
			TOTAL MATERIALS & SERVICES			
54,721			CAPITAL OUTLAY			
\$ 425,984			CAPITAL IMPROVEMENTS			
			TOTAL AIRPORT			
			ADMINISTRATION			
131,084			MATERIALS & SERVICES			
-			UNALLOCATED PURCHASES			
4,851			NSF CHECKS-BAD DEBT			
-			INSURANCE			
			PROFESSIONAL SERVICES-Legal			

PORT OF HOOD RIVER
REVENUE FUND
HISTORICAL DATA ONLY

HISTORICAL DATA * 2YR PRIOR * FY 2023-24	* 1YR PRIOR * NA	ADOPTED BUDGET NA	EXPENDITURES	BUDGET FY 2024-25		
				*PROPOSED	* APPROVED	*ADOPTED
144,737			PROFESSIONAL SERVICES-Other			
-			PROFESSIONAL SERVICES-Systems/Accounting			
-			TRAVEL & MEETING			
\$ 280,672			TOTAL MATERIALS & SERVICES			
109,995			CAPITAL OUTLAY			
\$ 390,667			CAPITAL PURCHASES			
			TOTAL ADMINISTRATION			
			MAINTENANCE			
-			MATERIALS & SERVICES			
24,648			PROFESSIONAL SERVICES			
59,459			INSURANCE			
38,894			UNALLOCATED PURCHASES			
\$ 123,001			MACHINERY MAINTENANCE			
			TOTAL MATERIALS & SERVICES			
27,148			CAPITAL OUTLAY			
\$ 150,149			CAPITAL PURCHASES			
			TOTAL MAINTENANCE			
\$ 8,457,928			TOTAL OPERATIONS EXPENDITURES			
416,724			TRANSFER-GENERAL FUND			
1,940,954			TRANSFER-BRIDGE REPAIR FUND			
270,044			TRANSFER-BRIDGE REPLACEMENT FUND			
2,958,637			TRANSFER-BI-STATE BRIDGE REPLACEMENT FUND			
-			CONTINGENCY - OPERATING			
\$ 14,044,287			TOTAL EXPENDITURES			
\$ (471,352)			Change in Fund Balance			
\$ (14,044,287)			ENDING FUND BALANCE			
			APPROPRIATIONS			
\$ 2,618,248			PERSONNEL SERVICES			
\$ 3,213,348			MATERIALS & SERVICES			
\$ 895,412			CAPITAL OUTLAY			
\$ 1,730,920			DEBT SERVICE			
\$ 2,357,678			TRANSFERS			
\$ -			CONTINGENCIES			
\$ 10,815,606			TOTAL APPROPRIATIONS			
\$ 140,707			FUND BALANCE - RESTRICTED			
\$ (14,184,994)			FUND BALANCE - UNASSIGNED			
\$ (3,228,681)			TOTAL REQUIREMENTS			

PORT OF HOOD RIVER
Resolution No. 2025-26-28

RESOLUTION ADOPTING THE BUDGET

BE IT RESOLVED that the Board of Commissioners of the Port of Hood River hereby adopts the budget for fiscal year 2026-27 in the total of **\$41,937,587** now on file at the Port office, 1000 E Port Marina Drive, Hood River Oregon.

MAKING APPROPRIATIONS

BE IT RESOLVED that the amounts for the fiscal year beginning July 1, 2026, and for the purposes as shown in Exhibit A are hereby appropriated.

IMPOSING THE TAX

BE IT RESOLVED that the Board of Commissioners of the Port of Hood River hereby imposes the taxes provided for in the adopted budget:

(1) at the rate of \$.0332 per \$1000 of assessed value for operations and that these taxes are hereby imposed and categorized for tax year 2026-27 upon the assessed value of all taxable property within the district as follows:

CATEGORIZING THE TAX

General Government Limitation

General Fund.....\$.0332/\$1000

The above resolution statements were approved and declared adopted on this 16th day of June 2026.

Heather Gehring, President

ATTEST:

Kristi Chapman, Secretary

EXHIBIT A
FY 2026-27 APPROPRIATIONS

General Fund	
Personnel Services.....	\$ 55,000
Materials & Services.....	\$ 4,895,339
Capital Outlay.....	\$ 5,002,200
Special Payments.....	\$ 71,000
Debt Service.....	\$ 70,000
Contingency.....	\$ 550,000
Total	\$ 10,643,539

Bridge Fund	
Personnel Services.....	\$ 467,943
Materials & Services.....	\$ 3,258,370
Capital Outlay.....	\$ 2,450,000
Transfers	\$ 3,828,400
Contingency.....	\$ 1,000,000
Total	\$ 11,004,713

Bridge Replacement Fund	
Capital Outlay.....	\$ 2,500,000
Total	\$ 2,500,000

Bi-State Bridge Replacement Fund	
Materials & Services.....	\$ 3,848,400
Total	\$ 3,848,400

Administration Fund	
Personnel Services.....	\$ 2,578,875
Materials & Services.....	\$ 1,213,200
Capital Outlay.....	\$ 85,000
Contingency.....	\$ 534,000
Total	\$ 4,411,075

Total Appropriations, All Funds	\$ 32,407,727
Reserve for Future Expenditure, All Funds	\$ 9,529,860
TOTAL ADOPTED BUDGET	\$ 41,937,587