



1000 E. Port Marina Drive • Hood River, OR 97031 • (541) 386-1645 • Fax: (541) 386-1395 •
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AIRPORT ADVISORY COMMITTEE

Thursday, May 16, 2024

4:00-5:30 pm

PORT CONFERENCE ROOM

(Chair: Dave Koebel - Vice-Chair: Margo Dameier)

- | | |
|--|---------|
| 1. Roll Call and Introductions | 5 min. |
| 2. Additions/Modifications to Agenda | 5 min. |
| 3. Approval of Minutes | 5 min. |
| 4. FY25 Airport Budget/Fees | 20 min. |
| 5. Project Updates | 20 min. |
| i. North Apron Development – Private development | |
| 6. Discussion topics | 20 min. |
| i. Minimum Standards – Committee's review/comments | |
| ii. Stopway Extension – Tor Bieker | |
| 7. Stakeholder Updates | 15 min. |
| i. FBO | |
| ii. WAAAM | |
| iii. HR Soaring | |
| 8. New Business/Public Comment | 15 min. |

Adjourn

4S2 Airport Advisory Committee
March 21, 2024
Port Conference Room

Minutes

PRESENT: all AAC members, Tor Bieker, Kevin Greenwood, Bill Avolio, Chris Robuck

CALL TO ORDER/OPENING REMARKS

The meeting was called to order at 4:05 PM by Dave Koebel.

Kevin Greenwood (Port Executive Director) reported that as of yesterday Greg Hagbery no longer worked for the Port. Kevin would be filling in for Greg as the Airport Manager until such time as a replacement could be found. He asked for patience as he got up to speed. Dave Koebel asked if this would impact any current projects- Tor Bieker said he did not think so as our current engineers (PAE) had things under control.

APPROVAL OF THE MINUTES FROM LAST MONTH

Dave Koebel asked for a correction to the motion for the Mission (Vision?) Statement- deleting the word Safe. The minutes were approved as amended.

ADDITIONS TO THE AGENDA

Dave Koebel asked to add a discussion of the location of the proposed new hangars on the north ramp, and briefly revisit the Mission/Vision statement.

PROJECT UPDATES

North Apron Development

Kevin Greenwood stated that he had gotten quite a bit of feedback over the proposed location of the new hangars. The main area of concern seemed to be that the NW corner of the north ramp had been designated in previous Master Plans and community plans as the best site for an FBO building. Kevin thought ultimately this would be a Port and County decision. He relayed the feedback he had gotten to Claudia as the developer.

Andreas on Flotow added that when they had spoken to their clients about hangar siting, they had proposed the gravel area on the NW corner. Claudia had gone to speak with Terry Brandt, which had resulted in a bizarre letter detailing his concerns. Andreas thought there was certainly a communication issue, and they were totally open to revisiting the siting.

Tor interjected that Airport Master Plans from the '70s on had pushed to move the FBO and the fuel to the north ramp. The FAA and the ODA had endorsed this, which had helped push the subsequent \$6.5 million N ramp development project. The 2018 Master Plan presented 4 options, with the preferred option having the FBO building in the NW corner of the north ramp as the gateway to the airport- the public entrance. The concern at this point was that box hangars there would block public access to the north ramp and preclude future public access development.

Claudia von Flotow asked if there was an expectation that an FBO building should have substantial esthetic upgrades from a metal box hangar. Doug Knight asked if anyone was familiar with the Bend FBO as it was essentially a metal corrugated building. Dave Koebel countered that it had a substantial amount of glass and was far from a simple metal building.

Claudia said she would be happy to re-site the hangars, but potentially at the risk of her clients moving the buildings to Dallesport. She suggested, as a solution, building the hangars as

proposed but dedicating the west half of the hangar adjacent to the parking area as a potential FBO. The question then would be who would pay for this.

Bud Musser asked how many aircraft she thought she could get in these hangars. Claudia said she had no idea, as that would be up to her clients. Andreas added that they were sized for one King Air in each bay.

Tor asked if the hangars could be moved along Jeanette Rd- the east side of the N ramp. Claudia said she feared pushback if she suggested Jeanette Rd as access. Andreas added that no one would rent a west-facing hangar. There was the potential to stack the hangars for N/S facing doors, but that would require pavement cutting. Margo Dameier said that Jeanette Rd was not adequate for airport access. Tor thought that was true for airport access, but hangar access might be possible. Claudia said she wanted to avoid a traffic impact analysis if Jeanette Rd was proposed,

Tor then brought up the issue with the WAAAM easement from the north ramp to his field just to the north. Apparently it has not been adequately defined, but a survey crew was due next week to figure it out

Claudia said she would love to have WAAAM operate, and pay for, an FBO on the corner.

Dave Koebel asked if west facing hangars would be a deal breaker. She said it would, and asked if he would rent one. Dave said if he had a King Air he would most definitely rent one. West facing doors, in his opinion, would not be an issue. She said she did not have anyone interested in leasing a hangar with a west-facing door.

Bill Avolio asked if there were any other plans to build anything else at the airport, perhaps on the south ramp. Tor replied that there is a project in motion for T-hangars on the gravel pad on the south ramp. He also mentioned that community opinion mattered to the Port in terms of development at the airport.

Claudia mentioned that the steel was due to arrive in two weeks, and she would like to move forward as quickly as possible. She asked for direction from the Commissioners, said she would once again sit down with Terry Brandt to see what could be worked out, and also get back with her clients about potential re-siting.

Discussion Topics

Minimum Standards- Committee review/comments

Kevin asked for some background, specifically to whom this document belonged. Tor thought it was as Word doc that Greg had shared for editing. Kevin said he would track it down.

Tad asked what market failure had made it necessary to have minimum standards. Tor said he thought there were FAA expectations that we have them in order to promote diverse commercial activity at the airport. Tad thought that by having them you were creating barriers to entry, with the potential to reduce services available at the airport. Requiring insurance to protect the Port seemed reasonable, but requiring the FBO to paint the building red- not so much. Tor thought the committee might simplify the Minimum Standards to address this.

Bill Avolio said he thought the Minimum Standards were a hangover from the days when the FBO was subsidized by the Port. Andreas suggested that Minimum Standards improved services available to local pilots and prevented ghost airports with no maintenance and a card-lock pump. Tad thought pilots should be able to choose what and where they shopped. Doug suggested modifying the MS to best fit our airport. Tor said he would try to find the genesis of the Minimum Standards to ensure we were not violating anything important if and when we altered them. The committee members were encouraged to revisit their edits and bring them to the next meeting.

Runway Lights

Doug asked for information about whether the airport lighting was on 24/7 or was in fact pilot-controlled. He said he could see the lights from his house and they were on all night. He wondered if this was a maintenance issue, and if so, what was it. Margo agreed that the lights had been on all winter. Tor pointed out that the committee had recommended years ago to go to pilot controlled lighting in an effort to save money. Kevin asked for clarification- Doug explained how it worked. Doug then asked what the lighting cost per year, among other airport expenses, which led to the point that the Port is just now in the process of nailing this down. Apparently someone had just switched the lights to on all the time. Kevin was asked to find that person and ask to have the lights put back in pilot-control mode. He said he would do that.

Mission/Vision Statement

Dave Koebel applauded Tad for his upbeat motto for the airport "Where Aerospace Flies in the Gorge", but suggested it would not work as a M/V statement. In an effort to further simplify the Mission Statement, Dave asked if changing "Economically Viable" to "Sustainable" would work better. Tor suggested that this was actually the Vision Statement. Tad pointed out that Sustainable was somewhat defensive in terms of keeping the airport open, and also had green, social connotations. The consensus was to leave it as it is for now, consider potentially better suggestions, and revisit this at the next meeting.

Stakeholder Updates

FBO Brook Bielen submitted an email with the recent fuel sales- roughly 2000 gal. in Feb, 1400 gal so far this month. Flight operations were picking up. Jeff Renard, the Dallesport airport manager and the Port have a sales agreement to sell the old fuel tank and move it to Dallesport for \$10k.

Hood River Soaring Tor reported that the HR Youth Soaring Program was poised to be the largest in the county, and that it would be important to support them as best we could.

WAAAM Bud Musser mentioned that the museum was acquiring new aircraft and proceeding with restoration on others.

New Business

Tor said that our engineering firm PAE had recommended designating our existing runway overrun (unimproved pavement left on the west end when the runway was moved 500' to the east to create an appropriate separation from Tucker Rd) as a Stopway so it could be included in calculations for Accelerate/Stop distances for aircraft that might not legally (in terms of corporate operating specs) be able to use our runway. He understood there would be costs involved, but was interested if the committee thought the Port should further investigate. Tad thought more runway was always a good thing in regards to safety. Doug agreed, and was curious as to the cost to upgrade and maintain in the future. The motion to have the Port look into this passed.

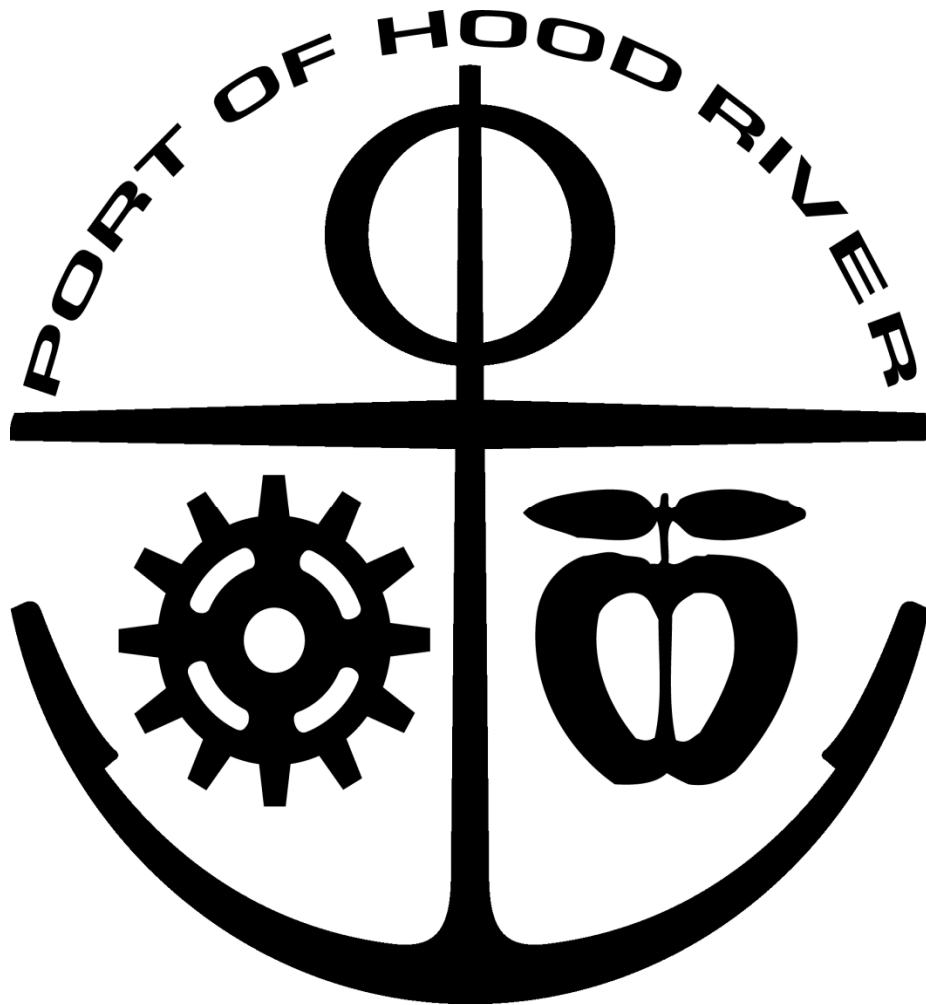
The meeting was adjourned at 5:30 PM. The next meeting will be May 16th at 4 PM in the Port Conference Room

**PORT OF HOOD RIVER
COST CENTER ANALYSIS**

For the year ended June 30, 2025 - approved budget pending Commission adoption

GENERAL FUND								BRIDGE OPS FUND	BRIDGE REPLACE FUND	ADMIN FUND	HRWSBA FUND	TOTAL	
INDUSTRIAL PROPERTY	AIRPORT	WATERFRONT RECREATION	COMMERCIAL PROPERTY	PARKING	MARINA BASIN	UNALLOCATED	SUBTOTAL						
4.83 FTE	1.76 FTE	1.58 FTE	1.44 FTE	1.03 FTE	4.03 FTE	n/a	15.52 FTE	14.08 FTE	n/a	n/a	n/a	29.6 FTE	
REVENUE													
OPERATING													
TOLLS							\$0	\$11,031,000				\$11,031,000	
PARKING				\$400,000			\$400,000					\$400,000	
FEES		\$57,000					\$57,000		\$55,000			\$112,000	
MOORAGE							\$0					\$0	
LEASES	\$2,725,300	\$297,500	\$0	\$142,250	\$475,400		\$3,640,450					\$3,640,450	
OTHER							\$0		\$0	\$3,087,500		\$3,087,500	
SUB	\$2,725,300	\$297,500	\$57,000	\$142,250	\$475,400	\$0	\$4,097,450	\$11,031,000	\$0	\$3,142,500	\$0	\$15,128,450	
NON OPERATING													
TAXES							\$105,000	\$105,000				\$105,000	
INTEREST							\$500,000	\$500,000	\$280,000			\$780,000	
GRANTS	\$1,000,000	\$167,400	\$90,000	\$500,000	\$27,000	\$0	\$1,784,400		\$3,002,000			\$4,786,400	
TRANS IN							\$2,300,000	\$2,300,000			\$4,400,000	\$6,700,000	
OTHER							\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$4,000,000	
SUB	\$1,000,000	\$167,400	\$90,000	\$500,000	\$27,000	\$0	\$6,905,000	\$280,000	\$3,002,000	\$0	\$4,400,000	\$16,371,400	
TOTAL	\$3,725,300	\$464,900	\$147,000	\$642,250	\$502,400	\$6,905,000	\$12,786,850	\$11,311,000	\$3,002,000	\$3,142,500	\$4,400,000	\$31,499,850	
EXPENSE													
OPERATING													
PERSONNEL	\$107,184	\$44,372	\$32,376	\$14,616	\$36,923	\$89,309	\$324,780	\$667,600		\$2,311,450		\$3,303,830	
M&S	\$1,847,221	\$382,955	\$356,735	\$379,502	\$154,356	\$585,815	\$3,706,584	\$3,381,455		\$831,050	\$0	\$7,919,089	
DEBT						\$95,000	\$95,000					\$95,000	
OTHER							\$0					\$0	
SUB	\$1,954,405	\$427,327	\$389,111	\$394,118	\$191,279	\$770,124	\$4,126,364	\$4,049,055	\$0	\$3,142,500	\$0	\$8,175,419	
NON OPERATING													
CAPITAL	\$1,865,000	\$286,800	\$330,000	\$530,000	\$750,000	\$30,000	\$3,791,800	\$1,620,000	\$3,002,000			\$8,413,800	
CO - trans							\$0					\$0	
TRANS OUT							\$0	\$6,700,000		\$0		\$6,700,000	
SPEC							\$0				\$4,400,000	\$4,400,000	
OTHER							\$6,300,000	\$6,300,000	\$0			\$6,300,000	
CONTINGENCY							\$550,000	\$550,000	\$1,000,000			\$1,550,000	
SUB	\$1,865,000	\$286,800	\$330,000	\$530,000	\$750,000	\$30,000	\$6,850,000	\$9,320,000	\$3,002,000	\$0	\$4,400,000	\$27,363,800	
TOTAL	\$3,819,405	\$714,127	\$719,111	\$924,118	\$941,279	\$800,124	\$14,768,164	\$13,369,055	\$3,002,000	\$3,142,500	\$4,400,000	\$35,539,219	
NET INCOME													
OPERATING	\$770,895	(\$129,827)	(\$332,111)	(\$251,868)	\$208,721	(\$294,724)	\$0	(\$28,914)	\$6,981,945	\$0	\$0	\$0	\$6,953,031
NON OPERATING	(\$865,000)	(\$119,400)	(\$240,000)	(\$30,000)	(\$750,000)	(\$3,000)	\$55,000	(\$1,952,400)	(\$9,040,000)	\$0	\$0	\$0	(\$10,992,400)
TOTAL	(\$94,105)	(\$249,227)	(\$572,111)	(\$281,868)	(\$541,279)	(\$297,724)	\$55,000	(\$1,981,314)	(\$2,058,055)	\$0	\$0	\$0	(\$4,039,369)
BFB							\$11,000,000	\$11,000,000	\$5,500,000	\$0	\$0	\$0	\$16,500,000
EFB							\$9,018,686	\$9,018,686	\$3,441,945	\$0	\$0	\$0	\$12,460,631

**BUDGET
FISCAL YEAR 2024-25**



**PROPOSED BUDGET
BUDGET COMMITTEE
MAY 7, 2024**

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Notice of Budget Committee Affidavit	In process
LB-1, Notices of Budget Hearing	May 29, 2024
Resolution to Adopt FY 2024-25 Budget and Imposing and Categorizing Tax	June 11, 2024

Board of Commissioners

Kristi Chapman, President
 Heather Gehring, Vice-President
 Mike Fox, Secretary
 Tor Bieker, Treasurer
 Ben Sheppard, Commissioner

Budget Committee

John Benton, Term 2026
 Larry Brown, Term 2026
 Judy Newman, Term 2025
 Brian Shortt, Term 2025
 Bonifacio Romero, Term 2024

Budget Committee Meeting – May 7, 2024
 Budget Hearing – June 11, 2024
 Budget Adoption – June 11, 2024

PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2024-25

HISTORICAL DATA*			ADOPTED BUDGET FY 2023-24	RESOURCES	BUDGET FY 2024-25		
2 YRS PRIOR FY 2021-22	1YR PRIOR FY 2022-23				PROPOSED	APPROVED	ADOPTED
\$ 2,483,791	\$ 2,723,715	\$ 3,926,300		TOTAL INDUSTRIAL PROPERTY	\$ 3,725,300	\$ -	\$ -
COMMERCIAL BUILDINGS							
<i>Marina West</i>							
47,286	45,548	51,000		LEASE INCOME	51,000	-	-
-	3,236	-		REIMBURSABLE UTILITIES	-	-	-
\$ 47,286	\$ 48,784	\$ 51,000		TOTAL MARINA WEST	\$ 51,000	\$ -	\$ -
<i>Marina East</i>							
39,014	75,651	75,000		LEASE INCOME	40,000	-	-
2,033	2,231	2,100		REIMBURSABLE UTILITIES	1,000	-	-
1,687	1,619	1,700		PROPERTY TAX	1,700	-	-
\$ 42,734	\$ 79,501	\$ 78,800		TOTAL MARINA OFFICE BUILDING	\$ 42,700	\$ -	\$ -
<i>Port Office</i>							
48,550	48,550	48,550		LEASE INCOME	48,550	-	-
-	-	50,000		OTHER SOURCES	500,000	-	-
\$ 48,550	\$ 48,550	\$ 98,550		TOTAL PORT OFFICE	\$ 548,550	\$ -	\$ -
\$ 138,570	\$ 176,835	\$ 228,350		TOTAL COMMERCIAL BUILDINGS	\$ 642,250	\$ -	\$ -
AIRPORT							
149,783	164,208	172,000		T-HANGARS LEASES INCOME	175,000	-	-
47,718	33,335	50,000		HANGAR 1 LEASE INCOME	36,500	-	-
23,118	39,053	24,000		HANGAR LEASE INCOME	46,000	-	-
19,924	30,269	35,000		LAND LEASES	25,000	-	-
8,558	10,730	10,000		REIMBURSED UTILITIES	11,000	-	-
1,906	1,937	2,000		PROPERTY TAX	2,000	-	-
77,537	286,200	124,250		GRANT	167,400	-	-
1,875	2,025	1,000		MISCELLANEOUS	2,000	-	-
\$ 330,419	\$ 567,757	\$ 418,250		TOTAL AIRPORT	\$ 464,900	\$ -	\$ -
MARINA BASIN							
<i>Marina Moorage</i>							
263,453	312,480	350,000		MOORAGE SLIP LEASE INCOME	329,000	-	-
84,743	83,366	84,900		MOORAGE ASSESSMENT	73,000	-	-
28,837	9,906	30,000		REIMBURSABLE UTILITIES	11,000	-	-
-	1,591	-		PROPERTY TAX REIMBURSEMENT	1,500	-	-
-	10,542	20,000		GRANT/OTHER SOURCES	20,000	-	-
\$ 377,033	\$ 417,885	\$ 484,900		TOTAL MARINA MOORAGE	\$ 434,500	\$ -	\$ -
<i>Boat Launch</i>							
-	-	7,000		STATE MARINE BOARD	7,000	-	-
\$ -	\$ -	\$ 7,000		TOTAL BOAT LAUNCH	\$ 7,000	\$ -	\$ -
<i>Jetty/Cruise Ship Dock</i>							
18,590	13,650	19,000		CRUISE SHIPS	19,700	-	-
\$ 18,590	\$ 13,650	\$ 19,000		TOTAL JETTY/CRUISE SHIP DOCK	\$ 19,700	\$ -	\$ -
<i>Seasonal Dock</i>							

**PORT OF HOOD RIVER
GENERAL FUND
BUDGET FOR FISCAL YEAR 2024-25**

HISTORICAL DATA*			ADOPTED BUDGET FY 2023-24	EXPENDITURES	BUDGET FY 2024-25		
2 YRS PRIOR FY 2021-22	1YR PRIOR FY 2022-23				PROPOSED	APPROVED	ADOPTED
-	547	2,000		PROFESSIONAL SERVICES-Design & Engineering	2,000	-	-
-	-	1,000		PROFESSIONAL SERVICES-Legal	1,000	-	-
4,958	3,552	5,800		MISCELLANEOUS REPAIRS & PURCHASES	5,800	-	-
				INTERNAL CHARGES - EXECUTIVE/PURCHASING	32,685	-	-
				INTERNAL CHARGES - COMMUNICATIONS/IT	3,923	-	-
				INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	40,633	-	-
				INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	3,231	-	-
				INTERNAL CHARGES - INSURANCE/RISK/SAFETY	5,002	-	-
				INTERNAL CHARGES - MAINTENANCE	42,385	-	-
\$ 27,277	\$ 36,690	\$ 38,300		TOTAL MATERIALS & SERVICES	\$ 162,659	\$ -	\$ -
				CAPITAL OUTLAY			
				CAPITAL IMPROVEMENTS	500,000	-	-
\$ 26,745	\$ 8,699	\$ 50,000		TOTAL CAPITAL OUTLAY	\$ 500,000	\$ -	\$ -
\$ 87,734	\$ 94,945	\$ 154,200		TOTAL PORT OFFICE BUILDING	\$ 667,531	\$ -	\$ -
\$ 252,820	\$ 288,512	\$ 411,800		TOTAL COMMERCIAL BUILDINGS	\$ 924,118	\$ -	\$ -
AIRPORT							
				PERSONNEL SERVICES			
94,789	125,950	149,900		WAGES & SALARIES	31,120	-	-
45,187	57,106	71,000		TAXES & BENEFITS	13,252	-	-
\$ 139,976	\$ 183,056	\$ 220,900		TOTAL PERSONNEL SERVICES	\$ 44,372	\$ -	\$ -
				MATERIALS & SERVICES			
35,338	45,680	45,000		ALL UTILITIES	53,000	-	-
40,282	65,753	65,000		FIXED MAINTENANCE	29,000	-	-
14,566	14,725	17,000		INSURANCE	500	-	-
4,222	5,354	4,500		PROPERTY TAX	6,200	-	-
44,819	7,824	20,000		PROFESSIONAL SERVICES-Engineering & Other	25,000	-	-
34,724	11,048	30,000		PROFESSIONAL SERVICES-Legal	30,000	-	-
6,169	-	10,000		MISCELLANEOUS REPAIRS & PURCHASES	10,000	-	-
				INTERNAL CHARGES - EXECUTIVE/PURCHASING	35,005	-	-
				INTERNAL CHARGES - COMMUNICATIONS/IT	4,201	-	-
				INTERNAL CHARGES - FINANCE/ACTNG/GENERAL OFFICE	43,518	-	-
				INTERNAL CHARGES - HUMAN RESOURCES/PAYROLL	10,394	-	-
				INTERNAL CHARGES - INSURANCE/RISK/SAFETY	15,037	-	-
				INTERNAL CHARGES - MAINTENANCE	121,100	-	-
\$ 180,120	\$ 101,384	\$ 191,500		TOTAL MATERIALS & SERVICES	\$ 382,955	\$ -	\$ -
				CAPITAL OUTLAY			
				CAPITAL IMPROVEMENTS	286,800	-	-
\$ 131,831	\$ 410,953	\$ 265,000		TOTAL CAPITAL OUTLAY	\$ 286,800	\$ -	\$ -
\$ 451,927	\$ 695,393	\$ 677,400		TOTAL AIRPORT	\$ 714,127	\$ -	\$ -
MARINA BASIN							
				<i>Marina Moorage</i>			
				PERSONNEL SERVICES			
80,263	127,999	153,100		WAGES	36,900	-	-
35,773	64,039	78,900		BENEFITS	23,805	-	-
\$ 116,036	\$ 192,038	\$ 232,000		TOTAL PERSONNEL SERVICES	\$ 60,705	\$ -	\$ -
				MATERIALS & SERVICES			
37,728	42,839	44,000		ALL UTILITIES	43,000	-	-
11,106	24,147	25,000		FIXED MAINTENANCE	16,500	-	-
3,601	8,405	9,300		INSURANCE	-	-	-
1,630	8,633	15,000		PROFESSIONAL SERVICES-Other	6,000	-	-

**PORT OF HOOD RIVER
CAPITAL IMPROVEMENT LIST FISCAL YEAR 2024-25**

Capital Projects Tracking List			
Requirements			
Budget Year	Department	Project Title	Estimate
24/25	Airport	AWOS-Wind sock relocation study	\$60,000
24/25	Airport	South Apron T-Hangars Phase 1: Prep/PE/initial	\$226,800
24/25	Bridge	Miscellaneous Steel Repairs	\$290,000
24/25	Bridge	Maintenance Painting	\$800,000
24/25	Bridge	Embankment Slough Repairs	\$40,000
24/25	Bridge	Channel scan at Pier Foundations	\$40,000
24/25	Bridge	Deck Welding	\$100,000
24/25	Bridge	Replace bolts & guard rails segments (ann. Placeholder)	\$60,000
24/25	Bridge	Paint Centerline	\$10,000
24/25	Bridge	Lubricate Wire Ropes	\$10,000
24/25	Bridge	Reaffirm Emergency Operations Plan	\$10,000
24/25	Bridge	Upgrade BreezeBy for phone customer service	\$35,000
24/25	Bridge	Interoperability with WSDOT	\$75,000
24/25	Bridge	Speed Cameras or Weight Monitoring	\$150,000
24/25	Marina Basin	6(f) Research Study Marina Basin	\$20,000
24/25	Marina Basin	Marina Green Park Placeholder	\$10,000
24/25	Real Estate Existing	Big 7 Placeholder	\$20,000
24/25	Real Estate Existing	Halyard Placeholder	\$20,000
24/25	Real Estate Existing	Roof Repair / Replace - Jensen	\$200,000
24/25	Real Estate Existing	Timber Incubator Placeholder	\$10,000
24/25	Real Estate Existing	Wasco Placeholder	\$15,000
24/25	Real Estate Existing	Marina West Placeholder	\$20,000
24/25	Real Estate Existing	Marina East Placeholder	\$10,000
24/25	Real Estate Existing	Port Office Relocation	\$500,000
24/25	Real Estate Undeveloped	Roundabout Planning/Initial	\$1,100,000
24/25	Real Estate Undeveloped	Lower Mill Storage Units	\$500,000
24/25	Waterfront	Event Site Dock - safety resize	\$45,000
24/25	Waterfront	Marina Beach Signage (x 2)	\$30,000
24/25	Waterfront	Event Site Landscaping	\$20,000
24/25	Waterfront	Event Site Restroom Rehab	\$20,000
24/25	Waterfront	Nichols Landscaping	\$20,000
24/25	Waterfront	Nichols Seawall - Pavement Repair	\$100,000
24/25	Parking	Expand Paid Parking	\$750,000
24/25	Waterfront/Recreation	LED Lighting HR Footbridge	\$65,000
24/25	Waterfront/Recreation	Footbridge Deck replacement	\$30,000

Capital Projects For FY 24-25				
Resources				
Amount	Source	Net to Cash	Cash Source	Purpose
\$ 54,000.00	FAA Grants	(\$6,000)	Cash Reserves	Safety
\$ 113,400.00	FAA Grants	(\$113,400)	Cash Reserves	Revenue Creation
\$ -	Outside Sources	(\$290,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$800,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$40,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$40,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$100,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$60,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$10,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$10,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$10,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$35,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$75,000)	Toll Revenue	Maintain Revenue
\$ -	Outside Sources	(\$150,000)	Toll Revenue	Maintain Revenue
\$ 20,000.00	Bridge Replacement	\$0	Cash Reserves	Bridge Replacement
\$ -	Outside Sources	(\$10,000)	Cash Reserves	Maintain waterfront assets
\$ -	Outside Sources	(\$20,000)	Lease Revenue	Maintain Revenue
\$ -	Outside Sources	(\$20,000)	Lease Revenue	Maintain Revenue
\$ -	Outside Sources	(\$200,000)	Lease Revenue	Maintain Revenue
\$ -	Outside Sources	(\$10,000)	Lease Revenue	Maintain Revenue
\$ -	Outside Sources	(\$15,000)	Lease Revenue	Maintain Revenue
\$ -	Outside Sources	(\$20,000)	Lease Revenue	Maintain Revenue
\$ -	Outside Sources	(\$10,000)	Lease Revenue	Maintain Revenue
\$500,000	Repl Bridge Reimb	\$0	Cash Reserves	Bridge Replacement
\$ 1,000,000.00	EDA Grant	(\$100,000)	Cash Reserves	Improvements
\$ -	Outside Sources	(\$500,000)	Cash Reserves	Revenue Creation
\$ -	Outside Sources	(\$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
\$ 20,000.00	Grant TBD	\$0	Cash Reserves	Maintain waterfront assets
\$ -	Outside Sources	(\$100,000)	Cash Reserves	Safety
\$ -	Outside Sources	(\$750,000)	Cash Reserves	Revenue Creation
\$ -	Outside Sources	(\$65,000)	Cash Reserves	Safety
\$ -	Outside Sources	(\$30,000)	Cash Reserves	Safety

Total Capital Outlay	<u>\$5,411,800</u>	<u>\$1,777,400</u>	<u>(\$3,634,400)</u>
General Fund	\$3,791,800	\$ 1,777,400	(\$2,014,400)
Bridge Fund	\$1,620,000	\$ -	(\$1,620,000)
Total Capital Outlay by Fund	<u>\$5,411,800</u>	<u>\$1,777,400</u>	<u>(\$3,634,400)</u>
		<u>\$5,411,800</u>	Total Resources

2024-2025 Port T-Hangar Rates & Fees

Airport- T-Hangars	2023-2024 Fee	Increase	Proposed new fee	Effective Date
T-Hangar A- annual	\$ 4,399.00	10%	\$ 4,838.90	1/1/2025
T-Hangar B- annual	\$ 4,442.00	10%	\$ 4,886.20	1/1/2025
T-Hangar C-annual	\$ 4,915.00	10%	\$ 5,406.50	1/1/2025
T-Hangar Waitlist fee- one time charge	\$ 100.00	No Change	\$ 100.00	1/1/2025