PORT OF HOOD RIVER

REGULAR SESSION

Tuesday, October 20, 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

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AGENDA

1. **3:30 PM – Executive Session**: The Port Commission will meet in Executive Session pursuant to:
   a. **ORS 192.660(2)(h)** – To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.
   b. **ORS 192.660(2)(e)** – To conduct deliberations with persons designated by the governing body to negotiate real property transactions (two separate topics).
   c. **ORS 192.660(2)(f)** – To consider information or records that are exempt by law from public inspection (two separate topics).
   d. Adjourn Executive Session

   In accordance with Oregon law, only representatives of the news media and staff designated by the Port Commission are permitted to attend. All other members of the audience are asked to leave the room. Representatives of the news media, designated staff, and Commission members are specifically directed not to report on or otherwise disclose any of the discussions or deliberations during this executive session, except to state the general subject as previously announced. No final action or decision will be made in executive session. Any materials distributed during the executive session will be collected by the Executive Director at the conclusion of the 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. **Call to Order** – 5:00 PM
   a. Modifications, Additions to Agenda
   b. Public Comment (3 minutes per person per subject; 30-minute total limit)
      1. Hood River Outrigger Canoe Club – Andrew McElderry *(Written Comment, Pg. 3)*
      2. Gary Gorman Bench – Lucy Gorman *(Written Comment, Pg. 5)*

3. **Consent Agenda**
   a. Approve Minutes from September 15, 2026, Regular Session *(P. Rosas, Pg. 7)*
   b. Approve Amendment No. 4 to the Employment Contract with Kevin Greenwood, Executive Director *(H. Gehring, Pg. 11)*
   c. Adopt the 2026-2032 Strategic Business Plan *(K. Greenwood, Pg. 23)*
   d. Approve Res. No. 2026-27-7 Dedicating Port Property to the Bridge Replacement Project *(K. Greenwood, Pg. 25)*
   e. Approve Contract with Adams Restoration for Marina Restroom Repairs *(M. Channell, Pg. 29)*
   f. Approve Negotiations with HME Construction for Boathouse Removal *(M. Channell, Pg. 51)*
   g. Approve Amendment No. 1 to PAE Professional Services Agreement and Conditional Authorization of Task Order No. 8 – Ken Jernstedt Airfield North Apron Project *(J. Renard, Pg. 53)*

4. **Informational Reports**
    a. Monthly Financial Report *(J. Scoggins, Pg. 65)*

5. **Presentations & Discussion Items**
    a. Bridge Replacement 6f Process & Test Pile Presentation – Michael Shannon, HNTB *(K. Greenwood, Pg. 75)*
    b. ODOT Bridge Inspection Report – Will Strehler, Burgess & Niple *(A. Rose, Pg. 93)*
    c. Marina Basin Master Plan Draft – J-U-B Engineering *(M. Channell, Pg. 97)*
    d. Admin Building Remodel *(M. Channell, Pg. 103)*

6. **Executive Director Report** *(K. Greenwood, Pg. 105)*

7. **Commissioner, Committee Reports**

8. **Action Items**
    a. Approve concurrence with the proposed Section 6(f) conversion approach for submission to OPRD and NPS for review *(K. Greenwood, Pg. 159)*
    b. Approve proposed IGA with the HRWSBA for inspection work related to the test pile program pending review *(K. Greenwood, Pg. 161)*

9. **Commission Call/Upcoming Meetings**
    a. <u>Upcoming Meetings:</u>
        1. Fall Planning Work Session – November 17, 2026
        2. Regular Session – November 17, 2026
        3. Executive Session – November 17, 2026
        4. Regular Session – December 15, 2026 (virtual only)

10. **Adjourn**

Individuals requiring accommodations should contact the Port at 541-386-1645. The chair may adjust the order of agenda items as needed. Public comment is accepted during regular sessions only. The Commission generally does not respond to comments during the meeting. Comments may be referred to the Executive Director for follow-up or considered for inclusion on a future agenda. Please bring 10 copies of any materials distributed. Written comments may be submitted to the Port Office at any time.

Outlook

Hood River Outrigger Canoe Club

From Andrew McElderry [redacted]
Date Wed 9/30/2026 10:07 AM
To Port of Hood River Info <info@portofhoodriver.com>

Andy McElderry Sept 29, 2026

[redacted]

[redacted]

Port Of Hood River

1000 E. Port Marina Drive

Hood River, Or. 97031

Dear Commissioners,

As the Port of Hood River starts to work on it's Strategic Business Plan it is my hope that The Port will consider the success of one of the waterfronts newer users, The Hood River Outrigger Canoe Club(HROCC).

In the last 40 years The Port of Hood River and it's waterfront property have seen a great deal of changes especially in the usage. In 2011 a local man introduced a new sport to which many of us turned up our noses….. until we tried it. Suffice to say, we were hooked on Outrigger Canoeing. Our little group of 10 grew rapidly. Over the years our fleet of canoes has grown as well. Today we are a club of 90 members with a fleet of 10 canoes available to us. Since inception the port has graciously worked with us in renting space for our club. Moving forward it is our hope that the port will allow us to create a removable structure where we could function on a year-round basis. In the coming weeks we hope you will allow us the opportunity to open a discussion with that in mind. We recognize that the port has long term goals that change as economic conditions change. Our goal is to create a space that potentially will be moveable. We Would like to build a home, or Hale as Hawaiian culture would call it, that we can erect at alternate sights should we need to change locations. We would also like to enhance our structures, fences, and surrounding landscape such that that both the port and HROCC can take pride in our Hale. We look forward to working with you in the near future.

Regards,

Andy McElderry

[redacted]

External

Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Lucy Gorman [redacted]
Date: October 16, 2026 at 12:04:57 PM PDT
To: Kevin Greenwood <kgreenwood@portofhoodriver.com>
Cc: Heather Gehring <hgehring@portofhoodriver.com>, Tor Bieker <tbieker@portofhoodriver.com>, Kristi Chapman <kchapman@portofhoodriver.com>, Kathryn Thomas <kthomas@portofhoodriver.com>, Ben Sheppard <bsheppard@portofhoodriver.com>
Subject: Gary Gorman Bench

Dear Port Commissioners, Port Director, and Staff,

I have been working with Emily to find a suitable location for Gary's bench, and I appreciate the time and input I have received as we work toward a solution.

Unfortunately, the current suggestions on the eastern and western sides of the site are not accessible to people who use wheelchairs because of the grassy slopes. Accessibility is especially important to us because Gary's mobility became limited toward the end of his life. We believe his bench should be a place that everyone can reach and enjoy.

The Event Site is particularly meaningful to the Gorman family because Gary worked with Executive Director Jim O'Banion from 1989 to 1993 to help develop the site. Governor Goldschmidt came out to meet with Gary and discuss the proposed Event site. I have enclosed a photograph of Gary the Governor Goldschmidt discussing the site.

After carefully considering the available options, I believe we have identified an ideal location for Gary's bench. The proposed site is adjacent to the sidewalk and beneath an existing tree, providing a firm, accessible surface and welcome shade. Its location would also preserve the open lawn and leave ample space for the few annual events and activities held there.

I have attached photos of the proposed location. I understand the concern about maintaining the area for events, but this placement would have minimal impact on event operations. The bench would be positioned along the edge of the lawn rather than in the primary event area, would not obstruct pedestrian or rigging equipment access, and would leave the central open space available for event setup and attendance. In addition, it would provide visitors with a convenient place to sit and keep personal belongings off the ground without taking up usable lawn space.

For these reasons, we respectfully request that the Commissioners and staff approve the proposed location. We believe it would honor Gary's connection to the Event Site, provide a lasting benefit to visitors, and meet the Port's accessibility and event-use needs.

If the location is approved, we are prepared to proceed with payment, installation requirements, and any scheduling or permitting procedures necessary to add this amenity to the park.

Thank you for your time and consideration. We appreciate your cooperation and look forward to completing this project.

Best regards,

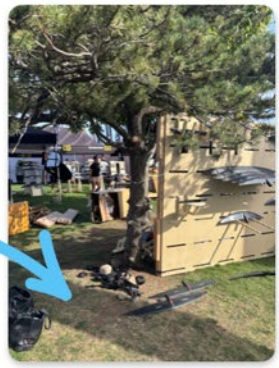
Lucy Gorman

These were taken in late August





These were taken at the trade show Sept. 7-11
The arrows indicate
where we are suggesting the bench.









1990



2024

Port of Hood River Commission
Meeting Minutes of September 15, 2026, Regular Session
Via Remote Video Conference & Marina Center Boardroom
5:00 p.m.

REGULAR SESSION

PRESENT: Commissioners: Heather Gehring, Kathryn Thomas, Kristi Chapman, Tor Bieker, and Ben Sheppard. **Staff:** Kevin Greenwood, Debbie Smith-Wagar, Megan Channell, Amanda Rose, Melissa Manzo, Jana Scoggins, and Patty Rosas. **Guests:** Brian Points, Points Consulting; Robyn Player, Points Consulting; Dan Spatz, Columbia Gorge News; Mark Knudson, SDAO; Jeff Renard, Aviation Management Services; Linda Maddox, Hood River Resident.
EXCUSED: None

1. **EXECUTIVE SESSION** – The Executive Session began at 4:00 p.m. and adjourned at 4:57 p.m. Minutes were prepared separately.

2. **REGULAR SESSION – CALL TO ORDER:** President Heather Gehring called the meeting to order at 5:00 p.m.
   a. **Modifications, Additions to Agenda:**
      1. Consent Item 3(c), Contract with Neology for Tolling Services, was removed from the Consent Agenda for separate consideration.
      2. Consent Item 3(e), Regional Infrastructure Fund Grant Application Resolution, was added.
      3. Action Item 8(a), Consideration of Executive Director's Performance Evaluation, was moved to follow Public Comment.

   b. **Public Comment:**
      1. **Linda Maddox**, Hood River resident, commented in support of the Commission's August decision regarding the Lower Hanel Mill property. She also urged caution in planning development near Marina Green until the new bridge alignment and landing are certain and expressed concern about the scale and proposed uses of the Airport Terminal and Resiliency Facility.
      2. **Toby Harris** submitted written comment regarding a parking citation.

   c. **Consideration of Executive Director's Performance Evaluation –** Mark Knudson of the Special Districts Association of Oregon summarized the evaluation process for the period September 1, 2025, through August 31, 2026. The process included anonymous input from the Executive Director's direct reports and individual evaluations from all five commissioners. Knudson stated that he would incorporate the refinements requested during Executive Session and provide the finalized evaluation to the Executive Director.

      Motion: Move to approve the Executive Director's performance evaluation as amended; establish the next evaluation period as September 1, 2026, through August 31, 2027; and use the same evaluation criteria.
      Move: Bieker
      Second: Chapman
      Discussion: None
      Vote: **Ayes:** Gehring, Chapman, Bieker Thomas, and Sheppard
      MOTION CARRIED

3. **CONSENT AGENDA:**
   a. Approve Minutes from the August 18, 2026, Regular Session
   b. Approve Lease with Riverkeepers at the Wasco Building

c. Approve Contract with Neology for Tolling Services
d. Approve Dedication of Indian Creek Trail Properties to City of Hood River
e. Resolution No. 2026-27-6 Authorizing Regional Infrastructure Fund Application for Airfield Terminal

Motion: Move to approve the Consent Agenda as modified.
Move: Thomas
Second: Bieker
Discussion: None
Vote: **Ayes:** Gehring, Chapman, Bieker, Sheppard, and Thomas
MOTION CARRIED

4. INFORMATIONAL REPORTS:

a. **Monthly Financial Report –** Finance Director Debbie Smith-Wagar reported that operating results were generally consistent with expectations one month into the fiscal year. She explained that Halyard Building revenue remained subject to reconciliation of additional fees and that staff was considering converting the lease to a true triple-net structure. The beginning fund balance was lower than budgeted primarily because the Lower Hanel Mill sale had not closed and more airport T-hangar construction costs were incurred before June 30 than anticipated. The Commission also discussed houseboat revenue and the future budget adjustment needed for boathouse removal costs.

5. CONSENT ITEM – Was removed from the Consent Agenda for separate consideration.

a. **Approve Contract with Neology for Tolling Services –** Smith-Wagar explained the Port's longstanding relationship with P-Square Solutions, now Neology, and the favorable pricing the Port receives for its tolling back-office system. The Commission discussed the proprietary system, market pricing, and the limited remaining period in which the Port expects to operate the existing bridge toll system.

Motion: Move to approve Task Order 18 with P-Square Solutions, not to exceed $234,622, for ongoing maintenance, support, and project management for the BreezeBy tolling system.
Move: Bieker
Second: Chapman
Discussion: None
Vote: **Ayes:** Gehring, Chapman, Bieker Thomas, and Sheppard
MOTION CARRIED

6. PRESENTATIONS & DISCUSSION ITEMS:

a. **Draft Strategic Business Plan** – Brian Points and Robyn Player of Points Consulting presented the comprehensive draft Strategic Business Plan, which was released for public comment on September 10. They reviewed the project schedule, more than 1,700 community survey responses, proposed objectives and goals, priority actions, and the capital improvement plan. The final plan and economic impact analysis were expected in early October for Commission consideration at the October meeting. The Commission identified completed airport projects and other corrections for the capital improvement list and discussed the scope of the economic impact analysis, which will estimate direct, indirect, and induced impacts from Port operations, visitor spending, and capital investment.

b. **Port Property and Bridge Replacement** – The Commission discussed Port-owned property anticipated to be needed for construction of the replacement bridge. Commissioners expressed strong support for advancing the project while acknowledging their responsibility to protect public

assets. The Commission reached consensus that staff should prepare a brief resolution stating the Port's intent to make necessary right-of-way available when the project is funded and a notice to proceed is issued. Staff will return with draft language in October.

c. **Wasco County Property** – The Commission held a preliminary discussion regarding the Port's approximately 200-acre Wasco County property near the Twin Tunnels Trail. Commissioners discussed development limitations, timber and recreational uses, potential stewardship partners, liability, valuation, and whether the property should be retained, leased, sold, or transferred. The Commission requested a broader inventory of Port real estate, including encumbrances and potential future interests, and supported additional review by staff and the Internal Real Estate Committee for fall planning.

7. EXECUTIVE DIRECTOR REPORT: Executive Director Kevin Greenwood and staff reported on the auditor's required governance communication, new project webpages, the Oregon Business Council visit, federal funding outreach, a potential joint work session with the Hood River City Council, and upcoming bridge maintenance closures and a September 16 marine lift. The Commission directed staff to review prior discussions before finalizing winter parking agreements with Mt. Hood Meadows and CAT and supported continued negotiations with Mt. Hood Railroad based on a discounted rate of $225 per day for Lot 1. The Commission also reviewed the preliminary fall planning agenda, adding a Port property overview and removing a proposed 2028 Airport Master Plan item.

8. COMMISSIONER, COMMITTEE REPORTS:

a. Commissioner Tor Bieker reported that all new airport T-hangars were rented. He also reported on the Port of Hood River Foundation, including a new board member, planning for a waterfront changing station, development of a specialty license plate program, and increased emphasis on community-led waterfront improvements.

9. ACTION ITEMS: Was moved to follow Public Comment.

10. COMMISSION CALL / UPCOMING MEETINGS: No Discussion

11. ADJOURN: The meeting was adjourned at 6:18 p.m.

ATTEST:

_____
Heather Gehring, President

_____
Kristi Chapman, Secretary

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Commission Memo

Prepared by: Heather Gehring, President
Date: October 20, 2026
Re: Executive Director's Employment Contract

The Port Commission recently completed its annual performance evaluation of Executive Director Kevin Greenwood for the 2025-26 evaluation period at the September regular meeting. The Commission again retained SDAO Senior Consultant Mark Knudson to facilitate the process, including individual Commissioner evaluations, a 360-degree review with the Executive Director's direct reports, and compilation of the evaluation results.

The Commission met with Greenwood and Knudson in executive session on September 15, 2026, to review and discuss the results. The Commission subsequently adopted the results of the evaluation and established the next evaluation period as September 2026 through August 2027.

Following the evaluation, the Internal Personnel Committee, consisting of myself and Commission Vice President Tor Bieker, reviewed Greenwood's employment agreement and prepared Amendment No. 4. The amendment:

- Extends the employment agreement for one year through September 30, 2029;
- Aligns the Executive Director's annual cost-of-living adjustment with the COLA approved for regular Port employees, effective each July 1;
- Authorizes Greenwood's extended leave from December 9 through December 31, 2026, using existing accrued leave and without increasing his leave entitlement;
- Provides for Port payment or reimbursement of reasonable expenses associated with Greenwood's leadership service in Hood River Rotary; and
- Establishes August 1 as the annual deadline for the SDAO-facilitated performance evaluation.

With that in mind, the following amendment was drafted.

RECOMMENDATION:
MOTION to approve Amendment 4 to the Executive Director's Employment Contract.

ATTACHMENTS:
Amendment No. 4
2026-27 Annual Performance Evaluation Goals
Performance Evaluation

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PORT OF HOOD RIVER EMPLOYMENT AGREEMENT AMENDMENT NO. 4

This Amendment extends the Employment Agreement between the PORT OF HOOD RIVER, an Oregon municipal corporation ("Port"), and Kevin M. Greenwood ("Greenwood" or "Executive Director"). Port and Greenwood may be referred to individually as a "Party" and collectively as "the Parties" throughout this Amendment.

RECITALS

1. The Port and Greenwood entered into an Employment Agreement dated September 13, 2022. The Agreement was amended November 14, 2023, October 25, 2024, and November 4, 2025.
2. Section 2 of the Agreement states that upon mutual agreement of the Parties, this Agreement will be extended every October 1st for an additional one (1) year.
3. Amendment No. 3 provides for an annual cost-of-living adjustment and an annual performance evaluation facilitated by an SDAO representative.
4. The Port conducted a Performance Evaluation during September 2026, the results of which were shared with Greenwood, discussed in Executive Session, and approved by the Commission in Regular Session on September 15, 2026.
5. The Port and Greenwood wish to amend the Agreement to recognize the Executive Director's performance and to clarify certain compensation and benefit provisions.

AGREEMENT

1. **Term.** The Parties agree to extend the term of the Agreement for one year through September 30, 2029.
2. **Cost-of-Living Adjustment.** Effective July 1, 2026, and each July 1 thereafter during the Executive Director's employment with the Port, the Executive Director's base salary shall automatically be adjusted by the same percentage cost-of-living adjustment approved by the Port Commission for regular Port employees for that fiscal year. No separate action by the Port Commission shall be required to apply such adjustment to the Executive Director. The annual cost-of-living adjustment shall be independent of, and in addition to, any salary adjustment the Port Commission may approve based upon the Executive Director's annual performance evaluation.
3. **Extended Leave Authorization.** The Executive Director is authorized to be absent from work for the period beginning December 9, 2026, through December 31, 2026, using accrued leave available under the Employment Agreement and applicable Port policies. Approval of this Amendment constitutes the approval required under Section 13 of the Employment Agreement for consecutive leave exceeding ten (10) workdays. This Amendment does not provide any additional annual leave entitlement or increase the Executive Director's existing leave balances.
4. **Hood River Rotary.** During any period in which the Executive Director holds an officer, board, committee chair, or other leadership position with Hood River Rotary while employed by the Port, the Port shall pay or reimburse the Executive Director for reasonable dues, registration fees, meals, travel, lodging, and other expenses associated with such membership and leadership service. The Parties acknowledge that the Executive Director's participation and leadership in Hood River Rotary constitutes community representation and outreach on behalf of the Port.
5. **Performance Evaluation.** The Parties agree to conduct an annual performance evaluation facilitated by an SDAO representative by August 1 of each year during the term of the Agreement. The Port Commission may consider the results of the evaluation

in determining any performance-based adjustment to the Executive Director's compensation.

6. **Continuing Effect.** Except as expressly modified by this Amendment, all terms of the Employment Agreement, as previously amended, remain unchanged and in full force and effect.

EMPLOYEE	PORT OF HOOD RIVER
_____	_____
Kevin M. Greenwood	Heather Gehring, President
_____	_____
Date	Date

Port of HOOD RIVER

INDUSTRIAL/COMMERCIAL FACILITIES • AIRPORT • INTERSTATE BRIDGE • MARINA

1000 E. Port Marina Drive • Hood River, OR 97031 • (541) 386-1645 • Fax: (541) 386-1395 • portofhoodriver.com • Email: info@portofhoodriver.com

DATE: October 20, 2026
TO: Port of Hood River Board of Commissioners
FROM: Kevin Greenwood, Executive Director
RE: 2026-27 Annual Performance Evaluation Goals

Dear Commissioners,

As requested by the Commission, I have reviewed the goals identified in my 2026 evaluation and prepared a draft work plan for consideration at the Fall Planning Session in November. The purpose of this memo is to organize the Commission's goals into a workable structure, establish measurable milestones where appropriate, and identify ongoing executive priorities for the next evaluation period.

This draft is intended as a starting point for Commission discussion and refinement, not a final work plan. References in parentheses correspond to the Commission goals approved at the September 15 Regular Meeting. Because several work-plan initiatives address more than one Commission goal, some goals are referenced in multiple areas. The final work plan will be adopted by the Commission following the November Planning Session.

SMART Goals – 2026-27 Evaluation Period

The following Commission goals lend themselves to specific, measurable milestones during the evaluation period:

1. **Establish Port Policy for Responsible Use of Artificial Intelligence** *(Goal 1)*
    - *Milestones:* Present draft AI policy for Commission consideration by 3/31/2027; complete implementation and employee guidance by 6/30/2027.
2. **Strengthen Employee Development and Team Effectiveness** *(Goal 6, 15 & 16)*
    - *Milestones:* As part of the annual evaluation process, identify and document an individual development or training opportunity for each employee; provide at least two Port-wide training or team-building opportunities by 8/31/27; and review organizational training and development needs with the management team by 8/31/27.
3. **Complete and Implement Strategic Planning Initiatives** *(Goal 2 & 8)*
    - *Milestones:* Present the 2026 Strategic Business Plan for Commission adoption by 10/31/26; complete the companion Economic Impact Analysis (EIA) and Marina Master Plan by 12/31/26; incorporate resulting priorities into Spring Planning 2027, including project priorities, responsible staff, schedules, and measurable outcomes; and report progress through the established Fall/Spring Planning cycle.

4. **Improve Public Communication of Bridge Condition and Maintenance** *(Goal 3, 4 & 10)*
    - *Milestones:* Within 60 days of receiving each final ODOT bridge inspection report, prepare and publicly present a plain-language summary of significant findings, changes in bridge condition, and recommended actions; provide public-facing summaries of significant bridge maintenance and repair programs as appropriate; and provide a comprehensive "State of the Bridge" presentation at least biennially.
5. **Improve Tenant Receivables and Financial Performance** *(Goal 12 & 13)*
    - *Milestones:* Beginning November 2026, review monthly Tyler ERP Aging A/R reports and establish baseline measures for percentage of receivables current, percentage past due, and percentage more than 90 days past due; establish appropriate Port collection targets based on the initial reporting period; and present results, trends, and recommended performance targets to the Commission at Spring Planning 2027.
6. **Strengthen Long-Term Financial Management** *(Goal 13)*
    - *Milestones:* Establish financial KSIs and complete a 10-year pro forma by Spring Planning 2027; review updated operating, capital, revenue, reserve and staffing assumptions with the Commission; incorporate the resulting framework into the FY 2027-28 budget; and begin regular reporting against established KSIs in FY 2027-28.
7. **Develop Long-Term Port/Bridge Authority Strategy** *(Goal 13 & 14)*
    - *Milestones:* Evaluate Port financial, property, and operational interests associated with the bridge transition, including the Port loan, land and relocation requirements, future O&M responsibilities, and potential contracted services; and present a recommended long-term Port/HRWSBA strategy to the Commission by Spring Planning 2027.
8. **Complete Office Relocation** *(Goal 7)*
    - *Milestones:* Complete permit-submittal drawings by 11/30/26; and target completion of construction and readiness for occupancy by 8/1/27, subject to bridge replacement financing, permitting, procurement, and unforeseen construction conditions.
9. **Complete Lower Mill Property Sale** *(Goal 11)*
    - *Milestones:* Complete all Port-controlled due-diligence and closing requirements; resolve outstanding seller-side title, documentation, or transaction issues; and target closing of the approved Lower Mill property sale by 12/31/26.

Ongoing Executive Priorities

The following Commission goals represent continuing expectations for Executive Director performance. Progress will be reflected through regular Commission reporting and the annual performance evaluation, while specific deliverables are addressed through the SMART goals above.

- **Advance Commission-Priority Projects** *(Goals 2 & 16)* – Maintain updated schedules for major capital projects, identify schedule and budget issues early, and provide regular progress reporting through Executive Director reports and the Spring/Fall Planning process.
- **Pursue Grant and External Funding Opportunities** *(Goal 5)* – Maintain an active funding strategy for Commission-priority projects and pursue appropriate federal, state, regional, and other funding opportunities.
- **Support a Sustainable Post-Bridge Operating Model** *(Goals 9 & 13)* – Continue evaluating revenues, expenses, staffing, services, and partnership opportunities necessary for long-term Port operations without bridge toll revenue.
- **Strengthen Transparency and Community Relationships** *(Goal 10)* – Continue proactive public communication, stakeholder engagement, and accessible explanations of significant Port projects and decisions.
- **Maintain Proactive Project and Organizational Management** *(Goals 2 & 16)* – Identify project, financial, staffing, and external risks early and elevate issues requiring Commission direction before they become barriers to implementation..

Next Steps

I recommend using this framework as the basis for discussion at the November Fall Planning Session. The goal will be to confirm the Commission's goals, refine the proposed milestones, and establish clear expectations for the 2026-27 evaluation period.

Kmg

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Port of Hood River — Executive Director Performance Evaluation

Summary of Commissioner Scores| Evaluation Period: September 1, 2025 – August 31, 2026

Number of Commissioner Raters: 5 *(enter the number of raters whose scores are recorded below; used for reference only)*

Criteria	Rater 1	Rater 2	Rater 3	Rater 4	Rater 5	Average	Min	Max	Range (Max−Min)
1. District Leadership	4	3	3	4	4	3.6	3	4	1
2. Ethics and Professionalism	3	4	3	4	3	3.4	3	4	1
3. Communication and Community Relations	4	4	3	4	4	3.8	3	4	1
4. Organizational Management	3	4	3	3	2	3.0	2	4	2
5. Financial Management	4	4	3	4	4	3.8	3	4	1
6. Policy, Governance and Advocacy	4	4	3	4	4	3.8	3	4	1
OVERALL PERFORMANCE RATING (Total, 0–24)	22	23	18	23	21	21.4	18	23	5

Legend

Rating Score Scale: 4 = outstanding, 3 = exceeds expectations, 2 = meets expectations, 1 = needs improvement, 0 = unsatisfactory

Port of Hood River — Executive Director Performance Evaluation

Summary of Commissioner Comments | Evaluation Period: September 1, 2025 – August 31, 2026

1. District Leadership

➤ No issues here.
➤ Kevin's leadership skills exceed expectations. He works well with the board and ensures our policies and plans align with the SBP and meet the districts mission and vision.
➤ Consistently performed in a manner that met and often exceeded my expectations. Given I was mainly virtual, I felt I was kept in the loop and leadership was accessible.
➤ Kevin does well taking high level concepts and relaying them to tangible projects. If asked, I believe the team would say the culture, including defined expectations, and re-investment to better systems is improving.
➤ ED provided excellent leadership overall - his work certainly aligned with the SBP and the budget. And progress towards goals has been great. Spring and Fall plannings are both well organized and executed.

2. Ethics and Professionalism

➤ From a commission standpoint, no issues. Why do half (of) staff respondents question this?
➤ Kevin continues to be a role model to Port employees in ethics and professionalism. When faced with tough decisions, I've noticed he is able to be sensitive and kind while not wavering on discipline that is needed for each incident.
➤ Consistently performed in an ethical manner.
➤ Always important to continually learn. The situations might be different but having the humble awareness to involve people early is important. Commitment to being better is always good.
➤ ED is highly professional and an ethical role model. Transparency is also outstanding. An area that could use improvement is effective navigation of conflict. Greater awareness of developing issues could have led to minimizing negative impact.

3. Communication and Community Relations

➤ Very involved in the community. Continues to improve Port's image and brand.
➤ The list of meetings that Kevin attends and the positive feedback I have heard throughout the community is a testament to his participation, advocacy, and relationship building.
➤ Participation is distinctly better than what is normally expected in performing communications and community relations.
➤ Yes - If there is an opportunity to forward face to the community Kevin is there. There is a continued appetite to have cooperation from various agencies.
➤ ED became deeply involved with Rotary, and spends quite a bit of his personal time cultivating community relationship. This is exactly what the Port needs right now.

4. Organizational Management

➤ See #2 (questions by staff respondents). Staff seems to have some concerns; I'd like to know why.
➤ I am very happy with the current staff and the succession planning. There has been some recent turnover, and Kevin has done an exceptional job navigating the transitions.
➤ Consistently performed in a manner created good moral and clear chain of command.
➤ Always open to improvement. Being a solutions oriented person sometimes deemphasizes the need to step into more of a leadership role when needed. Strongly supports staff growth.
➤ Tough to rate - little bit of a mixed bag here. ED made some excellent hires, has supported staff development, and executed a succession plan. But the pros are dragged down by some lapses that led to a drawn out and demoralizing HR situation. I feel another area of improvement lies in better management of contractors, which I realize is an exercise in cat-herding, but I'd like to see more timely accomplishments from contractors.

5. Financial Management

➤ This has been a great improvement the past few years.
➤ Between Kevin and Debbie, the budget has been transparent, accurate and understandable.
➤ Clear budgets and financial reporting are created in time to be reviewed. Goals are identified and achieved in timelines that make sense.
➤ This is a testament to leadership that you have allowed Debbi to shine in what she shines in and do not micromanage her or any other staff to do what needs to be done. The commitment to transparency shows in the desire to create reporting that benefits the team and the board.
➤ Much of the financial excellence can be attributed to the CFO, but everything rolls downhill - and the ED sets the tone and expectations. He's been A+ in every respect here.

6. Policy, Governance and Advocacy

➤ No comment.
➤ Kevin gives ample time for policy input from the board and constituents. He is respectful, available, and represents the Board well.
➤ Consistently performed in a manner that met and often exceeded expectations. Ensured commissioners were informed and involved in governance decisions. Takes feedback, and performed better than what is normally expected in performing this function.
➤ Yes - give the info so people are prepared for things.
➤ ED has a keen grasp of the tactical nature of his role, and does a phenomenal job of balancing that constraint with the need to show leadership on tasks. ED is always available to commissioners and really tries to provide the best support possible.

OVERALL PERFORMANCE RATING

➤ Overall, a great year.
➤ Kevin continues to exceed my expectations. He is personable and professional. He works well with all levels of government as he advocates for The Port and our community at large.
➤ (No comment provided)
➤ You have prepared the culture of the port to be ready for the next chapter.
➤ Overall, ED's doggedness, attention to detail, and exemplary soft skills have led to great successes for the PoHR. We have seen promising progress on many goals. We are lucky to have Kevin running the PoHR at this time.

Port of Hood River — Executive Director Performance Evaluation

Suggested Goals for Next Evaluation Period | Evaluation Period: September 1, 2025 – August 31, 2026

Item	Goal	Frequency
1	Establish a policy for AI use at the Port (without using AI to generate the policy)	5
2	Continue to drive home projects / implement capital projects.	2
3	Continue to support bridge replacement / support bridge efforts & replacment.	2
4	Bridge inspection understood and released to public.	
5	Securing of grants for Port projects.	
6	Improve any existing morale difficulties among staff.	
7	Continue working towards a smooth facility relocation.	
8	Complete and implement the 2026 SBP.	
9	Continue to work with staff and the Board on creative ways to operate without bridge toll income.	
10	Continue to help the Port's reputation through transparency, positive messaging, and community input.	
11	Close the Lower Mill real estate deal.	
12	Receive all rent from tenants on time.	
13	Continue budget overhaul to re-invision how the port operates.	
14	Figure out and execute a strategy that successfully: 1. recoups Port loans to the HRWSBA and 2. ensures the Port is reimbursed for relocation expenses (including capital costs)	
15	We have fantastic people right now. Retain them, mentor them, and lead them to greater heights.	
16	Strong proactive approach to upcoming challenges, as opposed to being reactive.	
17		

Commission Memo

Prepared by: Kevin Greenwood, Executive Director
Date: October 20, 2026
Re: 2026-2032 Strategic Business Plan Adoption

BACKGROUND:
The Port has completed its update of the Strategic Business Plan (SBP) for 2026–2032. Prepared with assistance from Points Consulting, the plan establishes the Port's strategic direction for the next six years, including 10 objectives addressing economic development, financial sustainability, infrastructure investment, and the management of Port properties and facilities.

The planning process included Commission workshops, stakeholder interviews, public engagement, a community survey, and review of the draft plan. The resulting SBP provides a framework for prioritizing investments, guiding staff work, and evaluating progress toward the Commission's adopted goals.

A central focus is strengthening the Port's long-term financial sustainability as it transitions away from relying on Bridge toll revenues to support other Port operations.

The complete 2026–2032 Strategic Business Plan is available on the Port's website and will be linked from the October 20 Commission meeting webpage. To minimize the size of the meeting packet, the document is incorporated by reference rather than reproduced in its entirety.

Points Consulting will be presenting two other documents including the Marina Basin Master Plan this month and the Economic Impact Analysis (EIA) in November.

Staff appreciates financial assistance from Business Oregon and the high level of professionalism from Brian Points and his staff.

STRATEGIC BUSINESS PLAN DEVELOPMENT – PUBLIC PROCESS & KEY MILESTONES

☑ **April 21, 2026**
SBP Kickoff / Spring Planning Presentation

☑ **May 18–19, 2026**
Interviews & Focus Groups

☑ **May 19, 2026**
SWOT & Visioning Workshop

☑ **June 9, 2026**
Public Open House / Community Workshop #1

☑ **June 10, 2026**
Community Survey Launch through July 31

☑ **July 21, 2026**
Goals & Strategic Direction Presentation & Discussion Workshop

☑ **August 18, 2026**
Survey & SBP Progress Presentation

☑ **Sept. 10, 2026**
Release of Draft Strategic Business Plan via website/social.

☑ **Sept. 15, 2026**
Commission Presentation of Draft SBP; update on Econ. Impact Analysis

☐ **October 20, 2026**
Final Strategic Business Plan Adoption as part of Consent Agenda

RECOMMENDATION: MOTION to adopt the Port of Hood River 2026–2032 Strategic Business Plan as presented and incorporated by reference.

Commission Memo

Prepared by: Kevin Greenwood, Executive Director
Date: October 20, 2026
Re: Resolution Regarding Port Property and Bridge Replacement

BACKGROUND
At its September 15, 2026 regular meeting, the Commission discussed Port-owned property that will be needed for construction of the Hood River-White Salmon Bridge Replacement Project. The staff memo for that meeting summarized the Port's longstanding support for bridge replacement and identified issues the Commission may wish to consider in establishing a policy regarding Port property needed for the project.

The Commission discussed its responsibility to exercise appropriate stewardship of publicly owned property while recognizing the importance of the replacement bridge to the community. Commissioners expressed strong support for continued progress toward bridge replacement and general agreement that the Port should make property required for the project available when the project reaches the appropriate stage.

The Commission directed staff to return with a brief resolution reflecting that policy direction.

PURPOSE
This Resolution is intended to memorialize the Commission's September discussion without approving specific property transactions.

The resolution:

- affirms the Commission's continued strong support for construction of the replacement bridge;
- states the Port's intent to dedicate Port-owned property required for construction available when the project reaches appropriate funding and construction milestones; and
- authorizes the Executive Director and Port legal counsel to continue working with the Hood River-White Salmon Bridge Authority, Federal Highway Administration and other appropriate agencies to determine the property interests, timing, terms and agreements necessary to implement the policy.

The precise property boundaries and interests have not yet been finalized. Accordingly, adoption of the resolution would not convey Port property or approve a specific property transaction. Any future conveyance or other property transaction requiring Commission approval would return to the Commission for consideration.

RECOMMENDATION
MOTION to approve Resolution No. 2026-27-8 establishing the Port's policy regarding property needed for the Hood River-White Salmon Bridge Replacement Project.

ATTACHMENTS:
Resolution No. 2026-27-8

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PORT OF HOOD RIVER

Resolution No. 2026-27-8

A RESOLUTION DEDICATING PORT PROPERTY NEEDED FOR THE HOOD RIVER-WHITE SALMON BRIDGE REPLACEMENT PROJECT

WHEREAS, at its September 15, 2026 regular meeting, the Port Commission publicly discussed Port-owned property needed for the Hood River-White Salmon Bridge Replacement Project, including the Port's history of support for bridge replacement, anticipated project property needs, and principles that should guide the Port's future participation; and

WHEREAS, following that discussion, the Commission directed staff to prepare a resolution expressing the Port's continued support for the replacement bridge and its intent regarding Port property needed for the project; and

WHEREAS, the Hood River-White Salmon Bridge Authority ("Authority") is responsible for development and construction of the replacement bridge, and the timing, financing, design and implementation of the project are not controlled by the Port; and

WHEREAS, construction of the replacement bridge will require use of certain Port-owned property, although the precise boundaries, property interests, timing and other terms associated with such property have not yet been finalized; and

WHEREAS, the Commission recognizes its responsibility to exercise appropriate stewardship of publicly owned Port property while also supporting a project of significant public and community benefit; and

WHEREAS, the Commission desires to provide clear policy direction that the Port intends to make Port-owned property required for the replacement bridge available to the project when the project has reached appropriate funding and construction milestones; NOW THEREFORE

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

Section 1. Support for Bridge Replacement. The Port Commission affirms its continued strong support for construction of the Hood River-White Salmon replacement bridge and for the Port's participation in advancing the project.

Section 2. Port Property. Upon the replacement bridge project reaching appropriate funding and construction milestones, the Port intends to dedicate Port-owned property required for construction of the replacement bridge to the project.

Section 3. Implementation. The Executive Director and Port legal counsel are authorized to work with the Authority, the Federal Highway Administration, and other appropriate agencies to determine the property interests, timing, terms, and agreements necessary to implement this policy. Any conveyance or other property transaction requiring Commission approval shall be returned to the Commission for consideration.

Adopted by the Board of Commissioners of the Port of Hood River on this 20th day of October 2026.

SIGNED **ATTEST**

_____ _____

Heather Gehring, President Kristi Chapman, Secretary

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Commission Memo

Prepared by:	Emily Curtis, Capital Projects & Operations Coordinator
Date:	October 20, 2026
Re:	Approve Contract with Adams Restoration for Marina Restroom Repairs

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On June 20, 2026, the Port's Marina Restroom was set on fire, resulting in damage to the women's side of the facility. The fire caused damage to the door, electrical systems, toilets, and other interior components. The extent of the damage exceeds what the Port's facilities crew can safely repair, requiring the Port to procure professional repair services. The Marina Women's Restroom has remained closed since the incident.

Phase One of the repair project, which consisted of cleaning the facility, was completed by Adams Restoration in late August 2026, at a cost of $8,600.61. Adams Restoration submitted a quote for Phase Two of the project, consisting of repairs, on September 24, 2026.

On October 1, 2026, Port staff contacted two other repair and restoration contractors to obtain preliminary repair estimates. One contractor was unable to provide a quote due to prior project commitments, while the other was unable to provide a quote within the requested timeframe.

After reviewing the proposal and confirming that it met the requirements of the solicitation, Port staff determined that Adams Restoration was the only responsive proposer and selected the firm to complete the repairs.

The proposed contract with Adams Restoration for Phase Two of the project is in the amount of $25,681.14.

The repair work is being completed as part of the Port's insurance claim related to the fire damage. The Port's insurance policy included a $10,000 deductible, and based on the Adams Restoration repair quote, would receive $23,718.02 in insurance reimbursement based on the assessed value of the damage to the facility, after application of the deductible.

RECOMMENDATION: MOTION to approve a contract with Adams Restoration for repair of the Marina Restroom in the amount of $25,681.14 and authorize the Executive Director to execute the contract and related documents necessary to administer and complete the associated insurance process.

ATTACHMENTS
Quotes
Draft Contract – Adams Restoration

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PORT OF HOOD RIVER
DETERMINATION & JUSTIFICATION
FOR SUPPLIES AND SERVICES

Name/Title: Emily Curtis/ Capital Projects & Ops. Coord. **Date:** 10/12/2026

Description:
To repair and restore the Port of Hood River Marina Women's Restroom following fire damage, including the demolition, reconstruction, finish work, electrical work, flooring, door replacement, etc.

QUOTE #1	
Business Name: Adams Restoration **Address:** 319 E 2nd Dr. The Dalles, OR 97058-2107 **Phone #:** 541-296-4242	**Quoted Price:** $25,681.14 ☒ Per Attachment ☐ Per Phone Call ☐ Per Internet Search
Notes:	
QUOTE #2	
Business Name: Rapid Restoration **Address:** 19140 NE Portal Way Portland, OR 97230 **Phone #:** 971-712-9331	**Quoted Price:** Na ☐ Per Attachment ☐ Per Phone Call ☐ Per Internet Search
Notes: Unable to provide quote due to scheduling and workload.	
QUOTE #3	
Business Name: 911 Restoration **Address:** 5821 SE Powell Blvd Portland, OR 97206 **Phone #:** 503-461-7684	**Quoted Price:** Na ☐ Per Attachment ☐ Per Phone Call ☐ Per Internet Search
Notes: Unable to provide quote during requested timeframe.	

Recommendation:
Adams Restoration

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GOODS AND SERVICES CONTRACT
PORT OF HOOD RIVER MARINA RESTROOM FIRE-DAMAGE REPAIRS

This Agreement is between the Port of Hood River, an Oregon Municipal Corporation, (hereinafter referred to as "**Port")**, and **Adams Restoration**, (hereinafter referred to as "**Contractor**").

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 Contractor, and Contractor agrees, to perform the Services described below and in Exhibit A.:

1. **PROJECT**: Services shall be performed by Contractor in connection with a project generally described as: **Port of Hood River Marina Women's Restroom Fire-Damage Repairs** (the "Project")**.**

   The Project is located at 1000 East Marina Drive, Hood River, Oregon 97031

2. **SCOPE OF SERVICES:** The Contractor shall be responsible for performing all Services set forth in the Scope of Services attached to this Agreement as **Exhibit A** (the "Services") and as otherwise described in this Agreement. All provisions and covenants contained in the Scope of Services are hereby incorporated by reference and shall become a part of this Agreement as if fully set forth. Any conflict between this Agreement and the Scope of Services (if any) shall be resolved first in favor of this Agreement.

   Contractor shall perform the Services in a professional manner, consistent with applicable industry standards and the requirements of this Agreement. The Contractor shall be responsible for providing, at the Contractor's cost and expense, all management, supervision, materials, administrative support, supplies, and equipment necessary to perform the Services as described in **Exhibit A**. Contractor shall ensure that all personnel and subcontractors performing Services are properly trained and qualified and shall obtain and maintain all permits, licenses, and other authorizations required by law, including any applicable Oregon Construction Contractors Board license.

   The Services are limited to the repairs and restoration specifically identified in Exhibit A. Fire-related cleaning and remediation performed before this Agreement are excluded from the Services. Any concealed conditions, additional repairs, or work outside the approved scope shall require prior written authorization from the Port.

   Contractor acknowledges and agrees that Port may 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 Contractor under this Agreement. 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 remain in effect until all Services under this Agreement have been completed, unless sooner terminated in accordance with the provisions of this Agreement.

4. **TIME OF THE ESSENCE:** The Services of the Contractor 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.

Contractor shall promptly notify the Port in writing of any condition that may delay completion of the Project and shall identify the anticipated impact on the schedule.

5. **COMPENSATION:** The Port shall pay fees to the Contractor for Services performed under the terms of this Agreement and as specified in the Scope of Services. The total aggregate amount for all Services performed under this Agreement shall not exceed Twenty-Five Thousand Six Hundred Eighty-One Dollars and Fourteen Cents ($25,681.14) ("Compensation"), unless otherwise approved in writing by the Port.

   Contractor shall submit invoices in accordance with the payment schedule set forth in Exhibit A. Invoices shall include a detailed description of Services performed and include evidence of any reimbursable expenses in a form acceptable to the Port. Port shall make payments in a timely manner, within twenty-five (25) days of receipt of invoice. Invoices received from the Contractor 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 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 Contractor.

   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. Contractor reserves the right to withhold services or cancel this Agreement if Port's account is more than sixty (60) days delinquent.

6. **STATUS OF CONTRACTOR AND RELATIONSHIP TO PORT:** The Contractor 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 Contractor's employees. Neither the Contractor nor any of the Contractor's employees are nor shall they be deemed employees of the Port. The Contractor is not and shall not act as an agent of the Port. All employees who assist the Contractor in the performance of the Services shall at all times be under the Contractor's exclusive direction and control. The Contractor shall pay all wages, salaries and other amounts due the Contractor'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, workers compensation, employee benefits and similar matters. Further, the Contractor has sole authority and responsibility to employ, discharge and otherwise control the Contractor's employees. The Contractor has sole authority and responsibility as principal for the Contractor's agents, employees, sub-contractors and all others the Contractor hires to perform or assist in performing the Services. The Port's only interest is in the results to be achieved.

7. **ERRORS IN SERVICES; EXTRA OR CHANGES IN SERVICES**: Contractor shall perform such additional Services as may be necessary to correct errors in the Services required under this Agreement without undue delays and without additional cost. Only the Port Key Personnel may authorize extra services or changes to the Services. Failure of Contractor to secure authorization for extra Services shall constitute a waiver of all right to adjustment in the Compensation or project schedule due to such unauthorized extra services and Contractor thereafter shall be entitled to no compensation whatsoever for the

performance of such services.

8. **REPRESENTATIONS:** The Contractor represents and covenants that:

   a. The Contractor 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-contractors of the Contractor employed in performing the Services shall have the skill, experience and licenses required to perform the Services assigned to them. All Work Product of Contractor required to be stamped shall be stamped by the appropriately licensed professional.

   b. To the extent the Contractor deems necessary, in accordance with prudent practices, the Contractor has inspected the site and surrounding areas where the Contractor may be required to perform the Services and is familiar with requirements of the Services and accepts them for such performance.

   c. The Contractor has knowledge of all 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 Contractor 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 Contractor's business as now conducted or proposed to be conducted and the Contractor 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 Contractor 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 Contractor or any indenture or loan or credit agreement or other material agreement or instrument to which the Contractor is a party or by which the Contractor's properties and assets may be bound or affected. All such consents and approvals are in full force and effect.

9. **CONTRACTOR'S INSURANCE:** Contractor shall keep and maintain the following insurance for the duration of the contract period:

   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 Contract.

   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 $1,000,000 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 Contractor 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 Contractor sub-contracts any portion(s) of the Services, said sub-Contractor(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 Contractor. If the coverage under this paragraph expires during the term of this Agreement, the Contractor 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 Contractor shall furnish acceptable insurance certificates to the Port at the time Contractor 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 Contractor's services to be provided under this Agreement. Endorsement CG 20 10 11 85 or its equivalent must be attached to the Certificate. 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 Contractor shall be financially responsible for all pertinent deductibles, self-insured retentions, and/or self-insurance.

If any policy obtained by the Contractor is a claims-made policy, the following conditions shall apply: the policy shall provide the Contractor 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 Contractor 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 Contractor 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: The Contractor 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 directly result from, or are alleged to arise from, the acts of the Contractor, or any of the Contractor's sub-contractors, Contractor's suppliers and/or Contractor's employees arising in connection with the performance of this Agreement. The obligations of the indemnifications extended by the Contractor 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 Contractor 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 Contractor by the Port or developed by the Contractor as a result of the performance of this Agreement. The Contractor agrees that if the Port so requests, the Contractor will execute a confidentiality agreement in a form acceptable to the Port and will require any employee or sub-contractor performing services 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 services products produced by the Contractor, 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. SUBCONTRACTORS:

a. General. The Contractor is solely and fully responsible to the Port for the performance of the Services under this Agreement. Use of any sub-contractor by the Contractor shall be subject to the Port's prior written approval. The Contractor agrees that each and every agreement of the Contractor with any sub-contractors to perform Services under this Agreement shall be terminable without penalty.

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

If Contractor fails, neglects, or refuses to make prompt payment of any claim for labor or services furnished to Contractor 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 Contractor pursuant to this Agreement. The Port's payment of a claim under this Section shall not relieve Contractor or Contractor's surety, if any, from responsibility for those claims.

14. TERMINATION:

a. Termination for Cause.

i. Contractor shall remedy any breach of this Agreement within the shortest reasonable time after Contractor first has actual notice of the breach or Port notifies Contractor of the breach, whichever is earlier. If Contractor 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 mailing,

Port may terminate that part of the Agreement affected thereby upon written notice to Contractor, may obtain substitute services in a reasonable manner, and recover from Contractor 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 Contractor 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 Contractor 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, Port unilaterally may order Contractor to suspend all or part of the Services under this Agreement. If Port suspends terminates all or part of the Agreement pursuant to this Section, Contractor 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 and later orders Contractor to resume those Services, Contractor 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 Contractor, including but not limited to, amounts owed under this or any other Agreement between Contractor 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 at any time and for its own convenience, by written notice to Contractor.

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

i. Stop services on the Services as specified in the notice of termination;
ii. Terminate all agreements with sub-contractors to the extent they relate to the Services terminated;
iii. Submit to the Port detailed information relating to each and every sub-contractor of the Contractor under this Agreement. This information will include sufficient detail so the Port can immediately contact each such sub-contractor 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-contractor for substantially the same terms as have been contracted by the Contractor;
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 Contractor and in which the Port has or may acquire an interest.

d. Termination Settlement. After termination, the Contractor shall submit a final termination settlement proposal to the Port in a form and with a certification prescribed by the Port. The Contractor 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 Contractor within such thirty-day period. If the Contractor 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 Contractor shall be made.

e. **Payment Upon Termination.** As a result of termination without cause the Port shall pay the Contractor 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 Contractor under this paragraph there shall be deducted any claim which the Port has against the Contractor 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 Contractor 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 Contractor's reasonable control, Contractor shall be given an appropriate time extension and shall be compensated for all costs of labor, equipment, and other direct costs Contractor 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 Contractor 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 Contractors time based and reimbursable costs and expenses under this Agreement. The Contractor 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. **SERVICES PRODUCT:** All work product of the Contractor prepared pursuant to this Agreement, including but not limited to, reports, photographs, electronic files and other documents, in whatever form, specifically required under the Scope of Services, shall upon payment of all amounts rightfully owed by the Port to the Contractor herein remain the property of the Port under all circumstances, whether or not the Services are complete. When requested by the Port, all services products shall be delivered to the Port in PDF or full-size, hard copy form. Services products shall be provided to the Port at the time of completion of any of the discrete tasks specified in the Services. Contractor shall maintain copies on file of any such services 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 services product shall vest in Port. Contractor shall execute any assignment or other documents necessary to affect this section. Contractor may retain a nonexclusive right to use any intellectual property that is subject to this section. Contractor shall transfer to Port any data or other tangible property generated by Contractor under this Agreement and necessary for the beneficial use of intellectual property covered by this section

Subject to the provisions of the Oregon Public Records Law (the "Law"), all construction documents, including, but not limited to, electronic documents prepared under this Agreement are for use only with this Project, and may not be used for any other construction related purpose, or dissemination to any contractor or construction related entity without written approval of the Contractor.

18. CONTRACTOR TRADE SECRETS AND OPEN RECORDS REQUESTS:

a. Public Records. The Contractor acknowledges and agrees that all documents in the Port's possession, including documents submitted by the Contractor, are subject to the provisions of the Law, and the Contractor acknowledges that the Port shall abide by the Law, including honoring all proper public records requests. The Contractor shall be responsible for all Contractors' costs incurred in connection with any legal determination regarding the Law, including any determination made by a court pursuant to the Law. The Contractor is advised to contact legal counsel concerning such acts in application of the Law to the Contractor.

b. Confidential or Proprietary Materials. If the Contractor deems any document(s) which the Contractor submits to the Port to be confidential, proprietary or otherwise protected from disclosure under the Law, then the Contractor 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 Contractor to the Port, the Port's sole involvement will be as stakeholder retaining the document(s) until otherwise ordered by the court and the Contractor 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 Contractor hereby designates Stephen LaRoque, Project Manager 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 Contractor 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 Contractor and not on legally required leave, without the Port's prior written consent, which consent shall not be unreasonably withheld. Notwithstanding the foregoing, the Contractor acknowledges that the Port considers the individuals named as Key Personnel critical to the Contractor 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 Contractor unless such individuals have been approved by the Port in writing.

20. PUBLIC CONTRACTING REQUIREMENTS

a. Overtime. Any person employed on services 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 work in excess of 40 hours in any one week, and otherwise in accordance within accordance with ORS 653.010 to ORS 653.261 and the Fair labor standards Act of 1938.

b. Payment for Labor or Material. Contractor shall make payment promptly, as due, to all persons supplying to Contract labor or material for the performance of the services provided for in this Agreement. (ORS 279B.220)

c. Contributions to the Industrial Accident Fund. Contractor shall pay all contributions or amounts due the Industrial Accident Fund from Contractor 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. Contractor 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. Contractor shall pay to the Oregon Department of Revenue all sums withheld from employees pursuant to ORS 316.167. (ORS 279B.220)

f. Medical Care for Employees. Contractor 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 Contractor's employee(s), all sums which Contractor agrees to pay for such services and all monies and sums which Contractor 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)

g. Non-Discrimination. Contractor agrees to comply with all applicable requirements of federal and state non-discrimination, civil rights, and rehabilitation statutes, rules, and regulations. Contractor 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.

h. Lawn or Landscaping. If the Services or Project under this Agreement contemplate lawn or landscape maintenance, Contractor shall salvage, recycle, compost or mulch yard waste material at an approved site, if feasible and cost-effective. (ORS 278B.225)

i. Foreign Contractor. If Contractor is not domiciled in or registered to do business in the state of Oregon, Contractor 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. Contractor shall demonstrate its legal capacity to perform these services in the state of Oregon prior to entering into this Agreement.

j. Federal Environmental Laws. Contractor 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.** Contractor (to the best of Contractor 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: (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 Contractor, to Contractor's property, operations, receipts, or income, or to Contractor's performance of or compensation for any services performed by Contractor; (3) Any tax provisions imposed by a political subdivision of this state that applied to Contractor, or to goods, services, or property, whether tangible or intangible, provided by Contractor; 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, using the addresses provided in the signature blocks to this agreement. Payments may be made by personal delivery, mail, or electronic transfer. 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 Contractor 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

that, should there be any conflict between the terms of this Agreement and the Contractor's proposal, this Agreement shall control.

24. **BINDING AGREEMENT:** This Agreement shall inure to and be binding on the heirs, executors, administrators, successors, and assigns 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 Contractor. Nothing in this Agreement shall be construed as an unlawful delegation of the non-delegable functions and powers of the Port, and the Contractor 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 Contractor 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**: 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.

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

IN WITNESS WHEREOF, the parties hereto have executed this Agreement, this____day of_____, 2026.

Contractor: Adams Restoration		**Port of Hood River**
Signed:	Signed:	
Name: Stephen LaRoque	Name:	Kevin M. Greenwood
Title: Project Manager	Title:	Executive Director
Date:	Date:	
Address: 319 E 2nd St. The Dalles, OR 97058	Address:	1000 E. Port Marina Drive, Hood River, OR 97031
Phone/Email: (541) 705-0476 stephen@adamsdesigncenter.com	Phone/Email:	(541) 386-1645 kgreenwood@portofhoodriver.com

CONTRACT EXHIBIT A –SCOPE OF SERVICES

The Contractor's proposal and quote dated September 24, 2026 is attached hereto as Exhibit A and incorporated herein by reference.

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319 E 2nd St • The Dalles, OR 97058-2107 • Phone: 5412964242

Job Address:
1000 E Port Marina Dr
Hood River, OR 97031

Print Date: 9-24-2026

Proposal for Port Of Hood River - Rebuild

Items	Description
General Demolition Buildertrend Flat Rate	> Haul debris - per pickup truck load - including dump fees (1) each. > Casing 2 1/4" 132.12-lf. > Mosaic - ceramic / porcelain tile 12sf.
Concrete & Asphalt Buildertrend Flat Rate	> Concrete patch / small repair (1) each. > Concrete cutting - wall (per LF per inch of saw depth 119.27-lf.
Doors Buildertrend Flat Rate	Door Frame (1) CECO welded hollow metal frame Size: 3'-0" x 7'-0" x 6-3/4" Right-hand configuration 16-gauge steel construction 3-sided frame Prepared for hardware installation Factory machined and reinforced as required Door (1) CECO flush hollow metal door Size: 3'-0" x 7'-0" x 1-3/4" Right-hand configuration 18-gauge steel construction Polystyrene core Factory primed finish Prepared for lockset, closer, and related hardware Sealed top cap included Hardware & Accessories (3) Ball bearing hinges with non-removable pins (1) Commercial-grade lockset (1) Door closer (1) Perimeter door seal (1) Drip cap (1) Door sweep (1) Weather-strip seal (1) Threshold (1) Latch guard Installation Furnish and install all specified door, frame, hardware, weatherproofing components, and related accessories. Complete all required preparation, reinforcement, face welding, punch and dimple work, and hardware installation. Adjust and test door for proper operation, alignment, and latching upon completion. > Door labor minimum (1) each. > Steel door 4'x7' (1) each. > Steel door frame - 4' opening (1) each.

Items	Description
Framing & Rough Carpentry Buildertrend Flat Rate	> Wedge anchor bolt - 1/2" x 5 1/2" (6) each.
Finish Hardware Buildertrend Flat Rate	> Door closer - commercial grade (1) each. > Door lockset & deadbolt - exterior (1) each. > Door sweep (1) each.
Painting Buildertrend Flat Rate	> Seal brick with masonry sealer 651.85sf. > Seal (1 coat) & paint (1 coat) casing 132.12-lf. > Paint door slab only - 2 coats (per side) (2) each. > Mask and prep for paint - paper and tape only (per LF) 246.92-lf. > Floor protection - heavy paper and tape 25.83sf. > Paint door or window opening - 2 coats (per side) (5) each. > Paint the surface area - one coat of Sherwin Williams paint color to be determined 254.76sf. > Paint the surface area - two coats of Sherwin Williams paint color to be determined 34sf. > Paint the surface area - two coats 2 colors of Sherwin Williams paint colors to be determined 1,203.38sf. > Seal the surface area w/PVA primer - one coat 585.53sf. > Prime & paint exterior soffit - wood 254.98sf.
Electrical Buildertrend Flat Rate	New hand dryers, new lights, new exit lights and new devices
Siding Buildertrend Flat Rate	> Caulking silicone 35.34-lf.
Tile Buildertrend Flat Rate	> Tile / marble labor minimum (1) each. > Mosaic - ceramic/porcelain tile 12sf.
Resurfacing Buildertrend Flat Rate	> Removal of Existing Coating. > All horizontal surface cracks are ground down, loose debris removed, cracks dried out and filled with Polyurea that cures to twice the strength of concrete. > Premium Polyaspartic Hybrid flake floor system.
Toilet & Bath Accessories Buildertrend Flat Rate	> Detach & reset Toilet partition (5) each.
Finish Carpentry / Trim Work Buildertrend Flat Rate	> Casing 2 1/4" 132.12-lf.
Cleaning Buildertrend Flat Rate	> Final cleaning - construction - commercial 388.84sf.
Supervision Buildertrend Flat Rate	> Commercial Supervision / project management - per hour (4) hours. Additional hours will be tracked and billed when incurred

Total price: $25,681.14

Any alterations or deviations from work to be performed will involve extra cost of materials and labor above the sum mentioned in this contract which does not include the cost of any permit that may be involved, plumbing, or electrical unless specifically stated in the above proposal. All agreements must be in writing and authorized by both parties. Note: this proposal may be withdrawn by us if not accepted within 7 days. Washington Sales Tax (if applicable) will be added to Final Invoice.

By signing this proposal, I agree to the information on the Right to Lien file that is attached.

Terms:

Final billing will be due on substantial completion. Down payment + Monthly billing + final payment = Total approved costs. Payments are due within (10) working days.

CCB #160249 * WA #ADAMSCL956JL

I confirm that my action here represents my electronic signature and is binding.

Signature	Name	Date

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Commission Memo

Prepared by:	Megan Channell, Director of Capital Development & Planning
Date:	October 20, 2026
Re:	Approve Notice of Intent to Award for Marina Boathouse Removal Project

On August 18, 2026, the Commission approved staff to publish a Request for Proposals (RFP) for goods and services for the Marina Boathouse Removal Project. On August 19, 2026, the Port of Hood River issued the RFP. The solicitation was publicly advertised and administered in accordance with Oregon public contracting requirements, with advertisement on OregonBuys and in the Columbia Gorge News and Oregon Daily Journal of Commerce.

Proposals were due September 18, 2026. Nine (9) responsive proposals were received by the following firms:

- Alpha Environmental
- Artistic Excavation
- Duwamish Services, LLC
- Great Western Corporation
- HME Construction Inc
- KC Marine
- SafeGuard Abatement
- Synergy Environmental
- WCT Marine and Construction Inc

Proposals were evaluated by four (4) Port staff in accordance with the criteria and process set forth in the RFP, including evaluation of cost, relevant past experience, proposed methods, and proposed milestone dates.

After evaluation and scoring, HME Construction Inc received the highest overall score and staff recommends authorization to issue a Notice of Intent to Award. HME Construction Inc's proposed cost is $387,250 for the removal of up to nine (9) boathouses. The cost proposal was worth 70% of the total evaluation scoring, with 10% each allocated to the other three categories.

Pending Commission direction and barring no protests, staff intends to return to the Commission in November for approval of final contract execution. Concurrently, Port staff and legal counsel will continue to coordinate with the boathouse owners on final term agreements.

RECOMMENDATION: MOTION to authorize the Executive Director to publish a Notice of Intent to Award and proceed with contract negotiations with HME Construction Inc for the Marina Boathouse Removal Project.

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Commission Memo

Prepared by: Jeff Renard, Airport Manager
Date: October 20, 2026
Re: PAE Professional Services Agreement
Amendment No. 1 – North Apron Project

BACKGROUND:
The Port selected Precision Approach Engineering, Inc. (PAE) through a qualifications-based engineering consultant selection process in 2021 and entered into a five-year professional services agreement. That agreement expired August 27, 2026. Amendment No. 1 would extend it through December 31, 2027, solely to complete engineering services for the Ken Jernstedt Airfield North Apron Reconfiguration, Taxiway Shift, and Taxiway Maintenance project. FAA concurrence was received and legal review will be obtained before execution.

The project will replace obsolete helicopter parking markings with fixed-wing aircraft tie-downs, improve the tight north apron taxiway connection with approximately 2,000 square feet of new pavement, and repair cracks and apply a slurry seal on Taxiway A1. Task Order No. 8 covers Phase I design and bidding services, at a cost not to exceed $89,850. Construction and related engineering services will require separate authorization and are anticipated in summer/fall 2027, subject to future FAA construction funding.

FAA Airport Improvement Program (AIP) Grant No. 3-41-0026-023-2026 was signed by the Port on August 11, 2026. According to the project grant information provided by the Airport Manager, it provides $90,107 in federal funding (95%) toward a $94,850 Phase I design and bidding budget, with a required Port match of $4,743 (5%). The $89,850 PAE task order is included in the grant-funded scope; staff will confirm the disposition of the additional $5,000 in the approved project budget. The separate $137,000 FAA AIG/IIJA Grant No. 3-41-0026-022-2026 supports the T-hangar project, not this North Apron work.

Staff is pursuing an Oregon Critical Oregon Airport Relief (COAR) grant to offset the local match. If COAR covers 90% of the $4,743 match, the Port contribution would be approximately $474; without COAR, the Port would be responsible for the full $4,743 match. COAR funding has not yet been confirmed, and the Port contribution remains subject to the actual award terms and eligible costs.

Pending execution of Task Order No. 8, survey work is anticipated in October/November 2026, followed by design through approximately February 2027 and bid advertisement in March 2027, with bid opening targeted before April 1. Work will not start until task order is executed.

COMMISSION ACTION
Staff recommends approval of Amendment No. 1 and conditional authorization of Task Order No. 8 at this meeting. The Executive Director would not execute Task Order No. 8 until

the signed FAA grant and eligible costs have been verified, the COAR grant has been formally awarded and is available for the local match, and legal counsel has reviewed the agreement extension and related documents. Approval does not authorize Phase II construction or construction-phase engineering. A new consultant selection will be undertaken for future airport engineering projects.

RECOMMENDATION:

MOTION to approve Amendment No. 1 to the Professional Services Agreement with Precision Approach Engineering, Inc., extending the agreement through December 31, 2027 solely for completion of the North Apron project, and authorize the Executive Director to execute Task Order No. 8 for Phase I Design and Bidding Services in an amount not to exceed $89,850, provided that, before execution, the Executive Director verifies the executed FAA AIP Grant No. 3-41-0026-023-2026 and eligible project costs, receives a formal COAR grant award sufficient to fund the anticipated state share of the local match, and obtains legal review of the contract documents.

ATTACHMENTS:

Proposed Amendment No. 1 to PAE Professional Services Agreement
Task Order No. 8 - Phase I Design and Bidding Services

AMENDMENT NO. 1

TO

PERSONAL SERVICES AGREEMENT

This Amendment No. 1 to the Personal Services Agreement dated August 27th. 2021 (as previously modified, the "AGREEMENT") between PORT OF HOOD RIVER, an Oregon municipal corporation, hereinafter called ("OWNER"), and PRECISION APPROACH ENGINEERING, INC. an Oregon corporation hereafter called ("CONSULTANT") shall be amended as follows:

AMENDMENT

1. **Term:** this amendment will extend the term of the AGREEMENT to December 31st, 2027.

Except as expressly modified herein, all other terms and conditions of the AGREEMENT remain in full force and effect.

IN WITNESS WHEREOF, the parties have herewith executed their signatures.

PORT OF HOOD RIVER	**PRECISION APPROACH ENGINEERING, INC.**
By:_____	By: Corley McFarland
Title:_____	Title: President
Date:_____	Date: 10/7/2026

TASK ORDER NO. 8

NORTH APRON RECONFIGURATION, TAXIWAY SHIFT, AND TAXIWAY MAINTENANCE: PHASE I - DESIGN & BIDDING

PORT OF HOOD RIVER (PORT) - KEN JERNSTEDT AIRFIELD (4S2)
AIP Project No. 3-41-0026-023-2026

Included herein is TASK ORDER NO. 8 to the Professional Services Agreement dated August 27, 2021, and any amendments hereinafter called CONTRACT, between PORT OF HOOD RIVER, hereinafter called OWNER, and PRECISION APPROACH ENGINEERING, INC., hereinafter called CONSULTANT.

WHEREAS, the OWNER has defined a PROJECT at Ken Jernstedt Airfield (4S2) and wishes to seek the assistance of the CONSULTANT in accordance with Section A of the CONTRACT for the PROJECT listed above, and further defined in attached Exhibit A, Scope of Services for Engineering Design Services.

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the parties hereto do mutually agree as follows:

A. EMPLOYMENT OF CONSULTANT

The OWNER hereby employs the CONSULTANT and the CONSULTANT accepts and agrees to perform the following engineering services to the PROJECT.

1. The OWNER hereby employs the CONSULTANT and the CONSULTANT accepts and agrees to perform the engineering services for the PROJECT as described in **Exhibit A**, Scope of Services, attached.
2. The CONSULTANT shall prepare contract documents including construction drawings, specifications, the invitation to bid, and related contract forms for the work listed above. The CONSULTANT shall also provide opinions of construction costs. The OWNER AND FAA shall approve the final drawings and specifications prior to advertisement for bid.

B. OWNER'S RESPONSIBILITIES

1. The OWNER shall make available to the CONSULTANT all technical data in OWNER's possession that contain pertinent information required by the CONSULTANT relating to this work.
2. The OWNER shall pay publishing costs for the advertisement of notices, public hearings, requests for bids, and other similar items; pay for all permits and licenses that may be required by local, state, or federal authorities; and secure the necessary land, easements, rights-of-way, required for the project.
3. The OWNER shall provide access to the site as necessary to allow the performance of engineering services.
4. Other OWNER's responsibilities shall be as stated in the Professional Services Agreement.

C. COMPENSATION FOR CONSULTING SERVICES

The OWNER shall pay the CONSULTANT the appropriate fee as complete compensation for all services rendered as herein agreed and as stated in the PROFESSIONAL SERVICES AGREEMENT:

1. The OWNER shall pay the CONSULTANT as complete compensation for the ENGINEERING DESIGN SERVICES set forth in **Exhibit A**, attached, according to the labor rates shown in **Exhibit B** and direct nonsalary expenses at the actual cost. The maximum estimated total cost for these services are **EIGHTY-NINE THOUSAND EIGHT HUNDRED FIFTY** Dollars **($89,850)**.
2. Any amount over the maximum estimated cost for the services as set forth in **Exhibit A** because of a scope of work changes will be negotiated and agreed upon between the OWNER and the CONSULTANT in writing prior to the beginning of additional work.

D. AUTHORIZE SIGNER

Each person signing this Amendment represents and warrants that they are duly authorized and has the legal capacity to execute and deliver this Task Order to Professional Services Agreement.

WITNESSETH that the parties hereto do mutually agree to all mutual covenants and agreements contained within the CONTRACT.

PORT OF HOOD RIVIER		**PRECISION APPROACH ENGINEERING, INC.**	
By:	_____	By:	Corley McFarland
Title:	_____	Title:	President
Date:	_____	Date:	10/7/2026

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SCOPE OF WORK (SOW) FOR
NORTH APRON RECONFIGURATION, TAXIWAY SHIFT, AND TAXIWAY MAINTENANCE: PHASE I - DESIGN & BIDDING

PORT OF HOOD RIVER (PORT) - KEN JERNSTEDT AIRFIELD (4S2)

ENGINEERING DESIGN AND BIDDING SERVICES
AIP Project No. 3-41-0026-023-2026

PROJECT DESCRIPTION/JUSTIFICATION

This Phase I: Design and Bidding project is being completed in preparation for a subsequent Phase II: Construction project.

This project will ultimately complete the construction of the following items at Ken Jernstedt Airfield (4S2):

The North Apron Reconfiguration portion of this project includes the removal of existing apron marking (originally marked for helicopter parking/helipads), installation of new fixed-wing aircraft tie-downs, and new pavement marking to facilitate the new fixed-wing tie-downs.

The Taxiway Shift portion of this project includes construction of approx., 2,000 SF of new taxiway pavement and remarking of the TW centerline marking. This work is required to correct an existing turn from the taxiway onto the apron that is currently too tight and too narrow for aircraft utilizing the taxiway to access the north parking apron. Aircraft utilizing this taxiway connection to the north apron often run off the edge of the pavement trying to navigate the two 90 degree turns that are spaced too close together.

The Taxiway A1 Rehabilitation (pavement maintenance) portion of this project includes crack sealing, crack repair (if needed), and slurry seal of the TW A1 pavements.

This project has been determined by FAA to be eligible for FAA AIP funding, and the project has previously been coordinated with FAA and approved for construction in 2027.

There are no non-AIP eligible work items anticipated with this project.

This project has been broken into two Phases:

Phase I: Engineering Design and Bidding (this scope of services)

Phase II: Construction and Engineering Services During Construction (SDC) – (future scope of services)

ANTICIPATED PROJECT SCHEDULE (Phase I: Design and Bidding)

It is anticipated that services associated with this Design and Bidding project will generally be completed over 10 months (July 2026 – April 2027) and will generally occur as outlined below:

- Project coordination/management is anticipated to occur from July 2026 – April 2027
- Project Design will take approx. 2-3 months and is anticipated October – December 2026
- Project advertisement for bids will take approx. 4 weeks and is anticipated to occur Jan. – March 2027 with a Bid opening date prior to April 1, 2027

Construction of this project is currently anticipated for summer/fall 2027 (July - August 2027)

CONSULTANT ELEMENTS OF WORK

Precision Approach Engineering, Inc. (PAE) and its subconsultants will provide professional civil engineering design and bidding services as listed below. All work will follow FAA standards and guidelines where available and industry standards elsewhere.

Task 1 – Project Administration/Management

PAE will manage internal project efforts and coordination with the Port of Hood River (Port) and the Federal Aviation Administration (FAA).

PAE's specific responsibilities/activities consist of:

1.1 Project management/administration

1.2 Client communications and information exchange

1.3 FAA communications, coordination, and information exchange

1.4 Contracting with Port (includes the development of detailed scope of work, Draft and Final)

1.5 Prepare and maintain the project schedule

1.6 In-house file and network management (anticipate up to 10 months)

1.7 Project Invoicing (anticipate up to 10 months)

1.8 Assist the Port with assembling and preparing FAA grant reimbursement request documentation (anticipate up to 5 reimbursement requests during grant duration)

1.9 Preparation of FAA required Quarterly Performance Reports (anticipate up to 2 submittals)

1.10 Assist the Port with annual SF 425/SF 271 reporting at the end of the Federal Fiscal Year (anticipate 2 years – 2026 and 2027)

Deliverables

- Contract and/or contract exhibits for Port signature as required
- Monthly invoices
- Project schedule
- FAA Quarterly Performance Reports to Port for submittal to FAA
- Draft annual SF-425 and SF-271 for Port submittal

Task 2 – Design Progress/Review Meetings

PAE will coordinate and attend onsite and conference call meetings to review the status of the project with the Port and the FAA.

PAE's specific responsibilities/activities consist of:

2.1 On-site meeting, including meeting preparation for project kickoff and site investigation. (1 on-site meeting total). It is anticipated that the Project Manager and Project Engineer will attend this meeting. Includes meeting prep and travel time

2.2 On-line virtual meetings with FAA and the Port, including meeting preparation, to discuss project progress, and FAA review comments to design submittals, includes 90% design review meeting (Up to 2 on-line virtual meetings total). It is anticipated that the Project Manager will attend all meetings.

2.3 Additional on-line virtual meetings with the Port, including meeting preparation, discuss project progress and incorporate changes/answer questions, review bid documents, discuss grant application, quarterly and annual reporting, and grant closeout (Up to 4 on-line meetings total). It is anticipated that the Project Manager will attend these meetings.

Task 3 – Topographic Design Survey

Survey Subconsultant will provide a topographic survey of the Taxiway Shift project work area. PAE will review the survey data and set up electronic drawings and files. In general, survey work for this project will consist of research, location, and verification of existing survey control. Includes establishing a secondary control, network to be used

during design and construction, and survey as required to provide a base map, topographic data, and surfaces to be used in the project design.

Survey Subconsultant specific responsibilities/activities consist of:

3.1 Topographic survey/Triangular Irregular Network (TIN) for the project areas

PAE's specific responsibilities/activities consist of:

3.2 Project Manager site visit during the performance of survey work (1 day on-site), including travel time
3.3 Review and comment on draft survey deliverable (TIN, ASCII, field notes, photos, etc.).
3.4 Set up Civil 3-D (AutoCAD) project
3.5 Create base maps for design work areas and an overall site base to support site plan and Construction Safety and Phasing Plan sheets

Deliverables:

- Topographic base map
- Electronic digital terrain model

Assumptions:

- Locating of any private utilities is not anticipated to be needed and is not included in this scope of work (Public utility locates "One Call" will be requested prior to performing field work if required)

Task 4 – Quality Assurance/Quality Control

PAE will provide in-house quality assurance and quality control procedures for the review of design elements and will incorporate QA/QC findings into the final design.

PAE's specific QA/QC activities and responsibilities consist of:

4.1 Work review of progress/constructability of designs and concepts by senior staff for compliance with FAA standards and airport operations
4.2 Provide a detailed review of the project 90% submittal
4.3 Evaluate and incorporate Port, FAA, and in-house 90% submittal review into design concepts – includes preparation of the response to Port and FAA comments

Task 5 – North Apron Reconfiguration, Taxiway Shift and Taxiway Maintenance Design
(In accordance with FAA Advisory Circulars current at the time of contract execution)

Design services will include elements of work necessary for the proposed work in preparation for bidding and construction. PAE specific responsibilities/activities consist of:

5.1 Erosion and Sediment Control Plan (ESCP) meeting OR requirements
5.2 Develop limits of demolition - define limits and removal methods as needed to incorporate final design concepts
5.3 New Aircraft tie-down layout/design
    - Coordinate with the Port and develop new layout in conformance with current FAA standards
5.4 Develop new pavement geometry layout for the Taxiway Shift – includes development of new taxiway pavement edge fillets and limits of new asphalt pavement
5.5 Pavement Design
    - Evaluate existing taxiway and apron pavement section

- Evaluate existing aircraft loading and existing forecasted aircraft usage for Taxiway and Apron
- Develop approved critical aircraft(s) and loading forecasts for the new pavement
- Utilize FAA design software FAARFIELD calculations to confirm existing pavement section or develop new asphalt pavement section

5.6 Develop Taxiway grading and typical cross section in conformance with current FAA criteria

5.7 Design pavement marking as required to restore marking on reconfigured, shifted, and rehabilitated pavement surfaces.

Deliverables:

- Design elements in conformance with industry standards following FAA standards and guidelines that will be incorporated into the contract document drawings for bidding and construction (90%, and final submittals)
- Erosion and Sediment Control Plan

Task 6 – General Tasks

During the course of providing professional design services, certain general tasks will be required in conjunction with the deliverables.

PAE's specific responsibilities/activities consist of:

6.1 Prepare FAA Construction Phasing and Safety Plan (CSPP) narrative in accordance with AC 150/5370-2G incorporating above construction phasing concepts. Also includes the development of FAA CSPP drawings (Up to 4 drawings). PAE will provide a draft submittal to Port and FAA, followed by the incorporation of comments and final document submittal

6.2 Prepare Owner project formulation documents to submit to FAA necessary for the annual project formulation requirements. This work includes discussing Airport projects with the Owner, generating exhibits and cost estimate for projects, and submitting for review to FAA. One (1) virtual meeting with the Owner prior to submission, and one (1) virtual meeting with the FAA and Owner is anticipated after submission.

6.3 Prepare and submit FAA 7460-1 airspace review submittal associated with the project Submittals to include:

- One (1) submittal (point/case) for the FAA Construction Safety and Phasing Plan (CSPP) utilizing the Airport Reference Point from the airports ALP for this point/case
- Up to four (4) submittals (points/cases) "project box" for the temporary construction impacts
- Up to three (3) submittals (points/cases) for the temporary construction impacts, including contractor staging areas and haul routes, etc.

6.4 Prepare Engineering Design Report per FAA NW Mountain Regional Guidance 620-04 (includes 90% and final submittals)

6.5 Prepare draft and final FAA grant application packages for Port review and submittal to FAA

6.6 Prepare and submit FAA-format Final Report (per FAA checklist for final report requirements EG 2013-12), to include the project financial information which will require coordination with Port records

6.7 Assist the Port with AIP project/grant closeout

Deliverables:

- Completed predesign conference checklist minutes to Port and FAA
- AIP Grant application documents ready for Port review and signatures
- FAA 7460-1 submittals through OE/AAA portal
- FAA Civil Rights DBE annual reports submitted to the Port for review and submittal
- Design report (90% and Final)
- AIP grant closeout reports

Task 7 – Construction Documents

Documents for construction will incorporate consultant's elements of work for bidding and construction of project. Construction drawings, legal specifications, technical specifications, construction cost opinion and design report will be submitted for Port and FAA review and acceptance as part of the 90% submittal package prior to bid advertising.

PAE's specific responsibilities/activities consist of:

7.1 Create construction drawings (Plans) incorporating design concepts (Approximately 10 drawings) – to be incorporated

7.2 Technical Specifications (FAA AC 150/5370-10H including errata, if applicable) – includes:

- General Requirements and approximately 15 technical specifications. Includes submittal of technical specifications showing "Project Specific Specification Clarifications" in a track changes format at 90% submittal documenting all proposed changes to FAA boilerplate (required to clarify, update references to standards that are no longer current, meet the specific needs of the project, and/or provide enhancement to FAA boilerplate) followed by final submittal.
- Submittal of "Project Specific Specification Clarifications" justification form for FAA review/determination of acceptance for all changes proposed to FAA boilerplate.

7.3 Prepare draft Legal Specifications for Port and FAA review

7.4 Compile, prepare, and print 90% submittal review documents

7.5 Incorporate Port requirements into legal specifications

7.6 Develop construction quantities – 90%, and final submittals

7.7 Develop engineers construction cost estimate - 90%, and final submittals

7.8 Compile, prepare, and print Final contract documents

Deliverables:

- 90% submittal documents for review to include: 90% engineering design report, engineers' construction cost estimate, project specifications (tracked), and project plans (electronic pdf file to Port and FAA)
- Final submittal documents for review to include: Final engineering design report, engineers' construction cost estimate, project specifications, and project plans (electronic pdf file to Port and FAA)
- Electronic PDF bid documents with Plans to Port and FAA

Task 8 – Bidding Services

PAE will assist Port Staff, distribute documents, attend on-site meetings, and review bids with the Port, FAA, and Contractors for proposed work

PAE's specific responsibilities/activities consist of:

8.1 Prepare project files (pdf) for advertisement

8.2 Assist Port with text and publishing of bid advertisement

8.3 Respond to questions during the bidding process

8.4 Prepare addenda as required

8.5 Prepare and conduct pre-bid conference (PM to attend onsite meeting), including meeting prep, and travel time

8.6 Pre-bid conference meeting minutes

8.7 Review bid proposals, prepare bid abstract with recommendations for bid acceptance, and assist in necessary approvals for awarding the contract

Deliverables:

- Bid advertisement (if requested)
- Project files (pdf) for Port advertisement
- Addenda (if necessary)
- Bid schedule abstract with a recommendation for Bid acceptance

General Assumptions

This Scope of Services is completed upon the opening of bids and the Engineer's recommendation for the award of the construction contract to the Port and FAA. It is anticipated that a Construction Administration/Services During Construction contract will be negotiated with the Port prior to construction that will cover construction-related activities required during project award, project construction, and project/grant closeout.

The following items are specifically excluded from this scope of services:

- Standards and Guidelines – The proposed work will follow FAA standards and guidelines where available and industry standards elsewhere
- Airports Geographic Information System (Airports GIS) - It is anticipated that no AGIS survey or deliverables will be required for this design, or future construction, project. Should the project be found to require AGIS services or deliverables, a revised scope and fee additions will be proposed
- Environmental – National Environmental Policy Act (NEPA) environmental requirements (CatEx) and FAA determination: The project was evaluated by the Seattle ADO, and it was determined, via Memorandum dated 12/12/25, that this project is "*categorically excluded from further environmental action within this Simple Categorical Exclusion*" - No additional Environmental work is anticipated for this project, or included in this Phase I: Design and Bidding Scope of Work
- Geotechnical Investigation – Recent airport projects completed Geotechnical investigations in the project area. The geotechnical information from that project/report will be requested from the Port and utilized for this project. No additional geotechnical services are anticipated to be needed or included in this SOW.

This scope of services does not include the performance of any further special studies or services beyond those specifically stated. Should the project be found to require further studies or services, a revised scope and fee additions will be proposed.

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PRECISION APPROACH ENGINEERING

EXHIBIT B
OREGON
2026 STANDARD LABOR RATES

Classification	2026 Rate
ADMIN 1	$95.40
ADMIN 2	$111.20
ADMIN 3	$128.00
ADMIN 4	$142.60
ADMIN 5	$159.20
ADMIN 6	$175.20
TECHNICIAN 1	$127.80
TECHNICIAN 2	$142.60
TECHNICIAN 3	$159.20
TECHNICIAN 4	$178.60
TECHNICIAN 5	$199.60
TECHNICIAN 6	$224.00
TECHNICIAN 7	$248.40
ENGINEER 1	$159.80
ENGINEER 2	$179.40
ENGINEER 3	$195.80
ENGINEER 4	$217.00
ENGINEER 5	$248.40
ENGINEER 6	$281.80
ENGINEER 7	$317.00
ENGINEER 8	$354.00
ENGINEER 9	$396.60

All meals and incidentals shall be at the current federal government rate and government per diem price(s) in effect at the time the charge(s) are incurred. Consultant shall have the option to charge actual meals and incidentals, on the basis of the actual purchase price. In no case shall the actual purchase price exceed the per diem rate, unless otherwise agreed upon in writing. *Expense items that are incurred, that are not meal and incidental related, shall be expensed on the basis of the* ***actual purchase price*** *for items obtained from commercial sources and on the basis of usual commercial charges for items provided by the Consultant. Direct nonsalary expense shall include, but not be limited to, necessary transportation costs, including mileage when automobiles are used and standard rates when aircraft are used, meals and lodging, laboratory tests and analyses, equipment rental, postage, shipping, printing, binding, and copying charges.*

Commission Memo

Prepared by: Debbie Smith-Wagar, Finance Director
Date: October 20, 2026
Re: August 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 August 31, 2026, which is the second month of the fiscal year. The budget that Commissioners approved in June is reflected in this report.

Everything is within expectations based on current information. A couple of big assumptions when the budget was prepared were incorrect. The first is the assumption that the Lower Hanel Mill property would be sold by June 30, 2026. The current assumption is that Lower Mill will be sold this fall. Another assumption was that the new T-hangars at the airport would be at a lower percentage of completion than they actually were. That meant more capital outlay was completed in June and there is less in July and August of this fiscal year.

Capital outlay for the whole Port as of August 31st was $254,167. A list of capital outlay is included with this report.

Traffic on the bridge in August was down about 7.01% compared to August 2025. Since September is concluded, we also ran reports and determined that traffic for September was down 8.18% compared to September of 2025. Gas prices remain volatile and are still thought to be the main driver of the lower traffic counts.

RECOMMENDATION: For information only

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PORT OF HOOD RIVER
FY27 FUND ANALYSIS - BUDGET VS ACTUAL
For the period ending August 31, 2026 (16.67%)

	General				Administration			Bridge Operations			Bridge Replacement			HRWSBA			Reserve Fund [A]			TOTAL		
	BUDGET	YTD	%		BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%
REVENUE																						
Operating	$ 4,562,210	$ 806,756	18%		$ 3,802,076	$ 636,106	17%	$ 9,518,200	$ 2,013,978	21%										$ 17,882,486	$ 3,456,840	19%
Non-operating:																						
Grants, interest, other income	$ 3,180,950	$ 59,405	2%	{1}	$ 609,000	$ -	0%	$ 382,000	$ 59,231	16%	$ 2,500,000	$ 1,300	0%	$ 20,000	$ -	0%	$ 102,499	$ 14,998	15%	$ 6,691,950	$ 119,936	2%
Transfers In														$ 3,828,400	$ 618,184	16%	{8}			$ 3,828,400	$ 618,184	16%
TOTAL	**$ 7,743,160**	**$ 866,161**	**11%**		**$ 4,411,076**	**$ 636,106**	**14%**	**$ 9,900,200**	**$ 2,073,209**	**21%**	**$ 2,500,000**	**$ 1,300**	**0%**	**$ 3,848,400**	**$ 618,184**	**16%**	**$ 102,499**	**$ 14,998**	**15%**	**$ 28,402,836**	**$ 4,194,960**	**15%**
EXPENSES																						
Operating																						
Personal Services	$ 55,000	$ 25,266	46%	{2}	$ 2,578,876	$ 419,824	16%	$ 467,943	$ 53,445	11%										$ 3,101,819	$ 498,535	16%
Materials & Services	$ 2,108,677	$ 190,461	9%		$ 1,213,200	$ 217,747	18%	$ 1,984,126	$ 279,321	14%										$ 5,306,003	$ 687,530	13%
Internal Services (Admin/OH)	$ 2,786,664	$ 464,456	17%					$ 974,244	$ 162,374	17%										$ 3,760,908	$ 626,830	17%
Debt Service	$ 70,000	$ -	0%	{3}																$ 70,000	$ -	0%
Subtotal	$ 5,020,341	$ 680,183	14%		$ 3,792,076	$ 637,571	17%	$ 3,426,313	$ 495,140	14%	$ -	$ -	NA	$ -	$ -	NA	$ -	$ -	NA	$ 12,238,730	$ 1,812,895	15%
Non-Operating																						
Capital Outlay	$ 5,002,200	$ 238,833	5%	{4}	$ 85,000	$ -	0%	$ 2,450,000	$ 14,808	1%	$ 2,500,000	$ 525	0%							$ 10,037,200	$ 254,167	3%
Transfers Out								$ 3,828,400	$ 618,184	16%	{7}									$ 3,828,400	$ 618,184	16%
Special	$ 71,000	$ -	0%	{5}										$ 3,848,400	$ 573,855	15%	$ -	$ -	NA	$ 3,919,400	$ 573,855	15%
Contingency	$ 550,000		NA		$ 534,000		NA	$ 1,000,000		NA										$ 2,084,000		NA
Other					$ -	$ -		$ 300,000	$ 46,500	16%												
Subtotal	$ 5,623,200	$ 238,833	4%		$ 619,000	$ -	0%	$ 7,578,400	$ 679,492	9%	$ 2,500,000	$ 525	0%	$ 3,848,400	$ 573,855	15%	$ -	$ -	NA	$ 19,869,000	$ 1,446,205	7%
TOTAL	**$ 10,643,541**	**$ 919,016**	**9%**		**$ 4,411,076**	**$ 637,571**	**14%**	**$ 11,004,713**	**$ 1,174,632**	**11%**	**$ 2,500,000**	**$ 525**	**0%**	**$ 3,848,400**	**$ 573,855**	**15%**	**$ -**	**$ -**	**NA**	**$ 32,107,730**	**$ 3,259,100**	**10%**
NET INCOME																						
Operating	$ (458,131)	$ 126,573			$ 10,000	$ (1,465)		$ 6,091,887	$ 1,518,837		$ -	$ -		$ -	$ -		$ -	$ -		$ 5,643,756	$ 1,643,946	
Non-Operating	$ (2,442,250)	$ (179,428)			$ (10,000)	$ -		$ (7,196,400)	$ (620,261)		$ -	$ 775		$ -	$ 44,329		$ 102,499	$ 14,998		$ (9,348,650)	$ (708,085)	
TOTAL	**$ (2,900,381)**	**$ (52,855)**			**$ -**	**$ (1,465)**		**$ (1,104,513)**	**$ 898,577**		**$ -**	**$ 775**		**$ -**	**$ 44,329**		**$ 102,499**	**$ 14,998**		**$ (3,704,894)**	**$ 935,860**	
BEG. FUND BALANCE	$ 14,500,000	$ 9,506,000		{6}	$ -	$ -		$ 5,000,000	$ 6,358,000		$ -	$ -		$ -	$ -		$ -	$ -		$ 19,500,000	$ 15,864,000	
END. FUND BALANCE	$ 11,599,619	$ 9,453,145			$ -	$ (1,465)		$ 3,895,487	$ 7,256,577		$ -	$ 775		$ -	$ 44,329		$ 102,499	$ 14,998		$ 15,795,106	$ 16,799,860	

{1} The budget includes a payment from the Bridge Authority for the current Port administration building; grant(s) for the Waterfront Transportation roundabout; airport grants

{2} Parking enforcement and prior waterfront manager's final check

{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 for repairs at Big 7, Jensen roof, improvements to the new Wasco Court building (assumed Port administration building), finishing the T-hangars at the airport along with the turf taxi lane.

{5} A transfer is budgeted to help fund the Foundation's plan for launching the license plate program

{6} When the budget was prepared one of the assumptions was that the Lower Hanel Mill property would be sold and the proceeds included in beginning fund balance

{7} Transfer out of the additional toll revenue - this transfer goes to the fund for the Bi-State Bridge Project (HRWSBA)

{8} HRWSBA records the transfer in of additional toll revenue.

[A] New fund this year to begin accumulating resources to pay for major repairs and improvements at industrial properties.

PORT OF HOOD RIVER
FY27 GENERAL FUND ANALYSIS BY DEPARTMENT - BUDGET VS ACTUAL
For the period ending August 31, 2026 (16.67%)

	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	$ 2,772,712	$ 295,873	11%		$ 235,298	$ 34,690	15%		$ 369,400	$ 54,147	15%	{2}	$ 498,300	$ 240,820	48%	{3}	$ 36,500	$ 39,492	108%	{4}	$ 650,000	$ 141,734	22%						$ 4,562,210	$ 806,756	18%
Non-operating:																															
Grants, interest, other income	$ 1,940,000	$ -	0%	{1}	$ -	$ -	NA		$ 740,400	$ 1,918	0%		$ 37,000	$ 2,000	5%		$ 91,000	$ -	0%						$ 372,550	$ 55,487	15%		$ 3,180,950	$ 59,405	2%
																									$ -	$ -					
TOTAL	**$ 4,712,712**	**$ 295,873**	**6%**		**$ 235,298**	**$ 34,690**	**15%**		**$ 1,109,800**	**$ 56,066**	**5%**		**$ 535,300**	**$ 242,820**	**45%**		**$ 127,500**	**$ 39,492**	**31%**		**$ 650,000**	**$ 141,734**	**22%**		**$ 372,550**	**$ 55,487**	**15%**		**$ 7,743,160**	**$ 866,161**	**11%**
EXPENSES																															
Operating																															
Personal Services									$ -	$ 732	NA	{7}	$ -	$ 11,895	NA	{7}	$ -	$ 4,392	NA	{7}	$ 55,000	$ 8,247	15%	{7}					$ 55,000	$ 25,266	46%
Materials & Services	$ 1,336,349	$ 121,649	9%		$ 84,728	$ 14,866	18%		$ 229,150	$ 15,035	7%		$ 170,250	$ 21,120	12%		$ 146,000	$ 15,632	11%		$ 142,200	$ 2,159	2%						$ 2,108,677	$ 190,461	9%
Internal Services (Admin/OH)	$ 986,300	$ 164,395	17%		$ 268,883	$ 44,814	17%		$ 314,529	$ 52,422	17%		$ 483,353	$ 80,559	17%		$ 413,116	$ 68,853	17%		$ 320,483	$ 53,414	17%						$ 2,786,664	$ 464,456	17%
Debt Service													$ 70,000	$ -	0%														$ 70,000	$ -	0%
Subtotal	$ 2,322,649	$ 286,045	12%		$ 353,611	$ 59,680	17%		$ 543,679	$ 68,189	13%		$ 723,603	$ 113,574	16%		$ 559,116	$ 88,877	16%		$ 517,683	$ 63,820	12%		$ -	$ -	NA		$ 5,020,341	$ 680,183	14%
Non-Operating																															
Capital Outlay	$ 3,820,000	$ 51,283	1%						$ 937,200	$ 187,424	20%		$ 30,000	$ 127	0%		$ 215,000	$ -	0%		$ -	$ -							$ 5,002,200	$ 238,833	5%
Special	$ -																								$ 71,000	$ -	0%	{6}	$ 71,000	$ -	0%
Contingency	$ -																								$ 550,000		0%		$ 550,000	$ -	0%
Subtotal	$ 3,820,000	$ 51,283	1%		$ -	$ -	NA		$ 937,200	$ 187,424	20%		$ 30,000	$ 127	0%		$ 215,000	$ -	0%		$ -	$ -	NA		$ 621,000	$ -	0%		$ 5,623,200	$ 238,833	4%
TOTAL	**$ 6,142,649**	**$ 337,327**	**5%**		**$ 353,611**	**$ 59,680**	**17%**		**$ 1,480,879**	**$ 255,612**	**17%**		**$ 753,603**	**$ 113,701**	**15%**		**$ 774,116**	**$ 88,877**	**11%**		**$ 517,683**	**$ 63,820**	**12%**		**$ 621,000**	**$ -**	**0%**		**$ 10,643,541**	**$ 919,016**	**9%**
NET INCOME																															
Operating	$ 450,063	$ 9,829			$ (118,313)	$ (24,990)			$ (174,279)	$ (14,041)			$ (225,303)	$ 127,246			$ (522,616)	$ (49,384)			$ 132,317	$ 77,914			$ -	$ -			$ (458,131)	$ 126,573	
Non-Operating	$ (1,880,000)	$ (51,283)			$ -	$ -			$ (196,800)	$ (185,505)			$ 7,000	$ 1,873			$ (124,000)	$ -			$ -	$ -			$ (248,450)	$ 55,487			$ (2,442,250)	$ (179,428)	
TOTAL	**$ (1,429,937)**	**$ (41,454)**			**$ (118,313)**	**$ (24,990)**			**$ (371,079)**	**$ (199,547)**			**$ (218,303)**	**$ 129,119**			**$ (646,616)**	**$ (49,384)**			**$ 132,317**	**$ 77,914**			**$ (248,450)**	**$ 55,487**			**$ (2,900,381)**	**$ (52,855)**	
BEG. FUND BALANCE																									$ 14,500,000	$ -			$ 14,500,000	$ 9,506,000	
END. FUND BALANCE																									$ 14,251,550	$ 55,487			$ 11,599,619	$ 9,453,145	

{1} The budget includes a payment from the Bridge Authority for the current Port administration building and grant(s) for the Waterfront Transportation roundabout.
{2} Airport T-hangar income is reported when billed in July; note that the new T-Hangars were not ready for occupancy until late August/early September
{3} This is approximately 1/2 of the revenue received from the December 2025 billing - additional revenue will not be recognized until the next billing in December 2026
{4} There were more activities on the waterfront this year
{6} A transfer is budgeted to help fund the Foundation's plan for launching the license plate program
{7} Personnel expenses reflect a final paycheck that was anticipated in the prior fiscal year but was paid on July 2. A budget adjustment is not necessary at this time. We will reassess during the final reconciliation.

PORT OF HOOD RIVER

FY27 INDUSTRIAL PROPERTIES DEPT. BY SITE - BUDGET VS ACTUAL

For the period ending August 31, 2026 (16.67%)

	Big 7 Building			Lot 1			Halyard Building			Jensen Building			Maritime Building			Timber Incubator			Wasco Loop Building			Wasco Court Building (New)			WF Transportation			Lower Hanel Mill [A]			TOTAL INDUSTRIAL PROPERTIES		
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%
REVENUE																																
Operating	$ 357,625	$ 45,337	13%	$ 6,000	$ -	NA	$ 890,000	$ 64,640	7% {1}	$ 700,437	$ 82,111	12%	$ 439,000	$ 74,046	17%	$ 106,400	$ 18,287	17%	$ 210,000	$ 11,452	5% {2}	$ 63,250	$ -	NA				$ -	$ -		$ 2,772,712	$ 295,873	11%
Non-operating:																																
Grants, interest, other income	$ -	$ -		$ -	$ -																	$ 1,500,000	$ -	0%	$ 440,000	$ -	0%	$ -	$ -	NA	$ 1,940,000	$ -	0%
TOTAL	**$ 357,625**	**$ 45,337**	**13%**	**$ 6,000**	**$ -**	**0%**	**$ 890,000**	**$ 64,640**	**7%**	**$ 700,437**	**$ 82,111**	**12%**	**$ 439,000**	**$ 74,046**	**17%**	**$ 106,400**	**$ 18,287**	**17%**	**$ 210,000**	**$ 11,452**	**5%**	**$ 1,563,250**	**$ -**	**0%**	**$ 440,000**	**$ -**	**0%**	**$ -**	**$ -**	**NA**	$ 4,712,712	$ 295,873	6%
EXPENSES																																
Operating																																
Materials & Services	$ 183,500	$ 19,530	11%	$ 7,000	$ -	0%	$ 577,862	$ 58,853	10%	$ 247,433	$ 17,027	7%	$ 73,500	$ 2,904	4%	$ 34,704	$ 2,215	6%	$ 107,000	$ 3,744	3%	$ 105,350	$ 13,681	13%	$ -	$ -	NA	$ -	$ 3,694	NA	$ 1,336,349	$ 121,649	9%
Internal Services (Admin/OH)	$ 144,580	$ 24,097	17%	$ 26,511	$ 4,419	17%	$ 144,227	$ 24,038	17%	$ 125,502	$ 20,917	17%	$ 37,245	$ 6,208	17%	$ 25,418	$ 4,236	17%	$ 109,587	$ 18,265	17%	$ 114,000	$ 19,000	17%	$ 259,230	$ 43,205	17%	$ -	$ 12	NA	$ 986,300	$ 164,395	17%
Subtotal	$ 328,080	$ 43,627	13%	$ 33,511	$ 4,419	13%	$ 722,089	$ 82,891	11% {1}	$ 372,935	$ 37,944	10%	$ 110,745	$ 9,112	8%	$ 60,122	$ 6,452	11%	$ 216,587	$ 22,009	10%	$ 219,350	$ 32,681	15%	$ 259,230	$ 43,205	NA	$ -	$ 3,706	NA	$ 2,322,649	$ 286,045	12%
Non-Operating																														NA			
Capital Outlay	$ 530,000	$ -	0%	$ -	$ -		$ 80,000	$ -	0%	$ 760,000	$ -	0%	$ -	$ -		$ -	$ -		$ 15,000	$ -	0%	$ 885,000	$ -	0% {3}	$ 1,550,000	$ 51,283	3%	$ -	$ -	NA	$ 3,820,000	$ 51,283	1%
Subtotal	$ 530,000	$ -	0%	$ -	$ -	NA	$ 80,000	$ -	0%	$ 760,000	$ -	0%	$ -	$ -	NA	$ -	$ -	NA	$ 15,000	$ -	0%	$ 885,000	$ -	0%	$ 1,550,000	$ 51,283	3%	$ -	$ -	NA	$ 3,820,000	$ 51,283	1%
TOTAL	**$ 858,080**	**$ 43,627**	**5%**	**$ 33,511**	**$ 4,419**	**13%**	**$ 802,089**	**$ 82,891**	**10%**	**$ 1,132,935**	**$ 37,944**	**3%**	**$ 110,745**	**$ 9,112**	**8%**	**$ 60,122**	**$ 6,452**	**11%**	**$ 231,587**	**$ 22,009**	**10%**	**$ 1,104,350**	**$ 32,681**	**3%**	**$ 1,809,230**	**$ 94,488**	**5%**	**$ -**	**$ 3,706**	**NA**	**$ 6,142,649**	**$ 337,327**	5%
NET INCOME																																
Operating	$ 29,545	$ 1,710		$ (27,511)	$ (4,419)		$ 167,911	$ (18,251)		$ 327,502	$ 44,167		$ 328,255	$ 64,934		$ 46,278	$ 11,835		$ (6,587)	$ (10,556)		$ (156,100)	$ (32,681)		$ (259,230)	$ (43,205)		$ -	$ (3,706)		$ 450,063	$ 9,829	
Non-Operating	$ (530,000)	$ -		$ -	$ -		$ (80,000)	$ -		$ (760,000)	$ -		$ -	$ -		$ -	$ -		$ (15,000)	$ -		$ 615,000	$ -		$ (1,110,000)	$ (51,283)		$ -	$ -		$ (1,880,000)	$ (51,283)	
TOTAL	**$ (500,455)**	**$ 1,710**		**$ (27,511)**	**$ (4,419)**		**$ 87,911**	**$ (18,251)**		**$ (432,498)**	**$ 44,167**		**$ 328,255**	**$ 64,934**		**$ 46,278**	**$ 11,835**		**$ (21,587)**	**$ (10,556)**		**$ 458,900**	**$ (32,681)**		**$ (1,369,230)**	**$ (94,488)**		**$ -**	**$ (3,706)**		$ (1,429,937)	$ (41,454)	

{1} We are working with the tenants of the Halyard Building to transition utility payments directly to them. We hope to complete a reconciliation through October 31, with tenants taking over utility payments beginning November 1. While this transition will reduce utility reimbursement revenue, we also anticipate a corresponding reduction in operating expenses. Overall, we expect a positive impact on the building's net operating income, although the actual savings will depend on utility usage and the timing of the transition.

{2} We are working to improve occupancy in this building

{3} This is a placeholder for improvements that will be necessary for the Port to move its administration into this building

[A] When the budget was prepared it was assumed that Lower Hanel Mill would have been sold by 6/30/2026. Expenses are expected to be minimal and can be absorbed by the existing budget.

PORT OF HOOD RIVER

FY27 COMMERCIAL PROPERTIES DEPT. BY BUILDING - BUDGET VS ACTUAL

For the period ending August 31, 2026 (16.67%)

	Marina West			Marina East			Port Office Building			Marina Basin Commercial Redev [A]				TOTAL COMM. PROPERTIES		
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%		BUDGET	YTD	%
REVENUE																
Operating	$ 46,700	$ 5,715	12%	$ 33,048	$ 3,049	9%	$ 155,550	$ 25,925	17%	$ -	$ -	NA		$ 235,298	$ 34,690	15%
Non-operating:					$ -											
Grants, interest, other income			NA			NA	$ -		NA	$ -		NA		$ -	$ -	NA
TOTAL	**$ 46,700**	**$ 5,715**	**12%**	**$ 33,048**	**$ 3,049**	**9%**	**$ 155,550**	**$ 25,925**	**17%**	**$ -**	**$ -**	**NA**		**$ 235,298**	**$ 34,690**	15%
EXPENSES																
Operating																
Materials & Services	$ 21,300	$ 5,332	25%	$ 32,540	$ 3,006	9%	$ 30,888	$ 4,102	13%	$ -	$ 2,425	NA	{1}	$ 84,728	$ 14,866	18%
Internal Services (Admin/OH)	$ 21,919	$ 3,653	17%	$ 36,802	$ 6,134	17%	$ 124,662	$ 20,777	17%	$ 85,500	$ 14,250	17%		$ 268,883	$ 44,814	17%
Subtotal	$ 43,219	$ 8,985	21%	$ 69,342	$ 9,140	13%	$ 155,550	$ 24,879	16%	$ 85,500	$ 16,675	20%		$ 353,611	$ 59,680	17%
Non-Operating																
Capital Outlay	$ -	$ -	NA	$ -	$ -	NA	$ -	$ -	NA	$ -	$ -	NA		$ -	$ -	NA
Subtotal	$ -	$ -	NA	$ -	$ -	NA	$ -	$ -	NA	$ -	$ -	NA		$ -	$ -	NA
TOTAL	**$ 43,219**	**$ 8,985**	**21%**	**$ 69,342**	**$ 9,140**	**13%**	**$ 155,550**	**$ 24,879**	**16%**	**$ 85,500**	**$ 16,675**	20%		**$ 353,611**	**$ 59,680**	17%
NET INCOME																
Operating	$ 3,481	$ (3,270)		$ (36,294)	$ (6,091)		$ -	$ 1,046		$ (85,500)	$ (16,675)			$ (118,313)	$ (24,990)	
Non-Operating	$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -			$ -	$ -	
TOTAL	**$ 3,481**	**$ (3,270)**		**$ (36,294)**	**$ (6,091)**		**$ -**	**$ 1,046**		**$ (85,500)**	**$ (16,675)**			**$ (118,313)**	**$ (24,990)**	

[A] This is a new department to track redevelopment of the property under the Marina East & West buildings.

{1} Legal Fees

PORT OF HOOD RIVER
FY27 MARINA BASIN DEPT. BY AREA - BUDGET VS ACTUAL
For the period ending August 31, 2026 (16.67%)

	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	$ 454,500	$ 219,479	48%	{1}	$ -	$ 2,890	NA		$ 24,000	$ 11,075	46%	{2}					$ 19,800	$ 7,376	37%		$ 498,300	$ 240,820	48%	
Non-operating																								
Grants, interest, other income	$ 20,000	$ 2,000	10%		$ 7,000	$ -	0%						$ 10,000	$ -	0%				NA		$ 37,000	$ 2,000	5%	
TOTAL	**$ 474,500**	**$ 221,479**	**47%**		**$ 7,000**	**$ 2,890**	**41%**		**$ 24,000**	**$ 11,075**	**46%**		**$ 10,000**	**$ -**	**0%**		**$ 19,800**	**$ 7,376**	**37%**		**$ 535,300**	**$ 242,820**	45%	
EXPENSES																								
Operating																								
Personal Services	$ -	$ 8,235	NA														$ -	$ 3,660	NA		$ -	$ 11,895	NA	
Materials & Services	$ 111,000	$ 8,672	8%		$ 6,000	$ 4,552	76%		$ 5,500	$ -	0%		$ 2,000	$ -	0%		$ 45,750	$ 7,896	17%		$ 170,250	$ 21,120	12%	
Internal Services (Admin/OH)	$ 181,833	$ 30,306	17%		$ 485	$ 81	17%		$ 193	$ 32	17%		$ -	$ -			$ 300,842	$ 50,140	17%		$ 483,353	$ 80,559	17%	
Debt Service	$ 70,000	$ -	0%																NA		$ 70,000	$ -	0%	
Subtotal	$ 362,833	$ 47,212	13%		$ 6,485	$ 4,633	71%		$ 5,693	$ 32	1%		$ 2,000	$ -	0%		$ 346,592	$ 61,696	18%		$ 723,603	$ 113,574	16%	
Non-Operating																								
Capital Outlay	$ 20,000	$ 127	1%														$ 10,000	$ -	0%		$ 30,000	$ 127	0%	
Subtotal	$ 20,000	$ 127	1%		$ -	$ -	NA		$ -	$ -	NA		$ -	$ -			$ 10,000	$ -	0%		$ 30,000	$ 127	0%	
TOTAL	**$ 382,833**	**$ 47,339**	**12%**		**$ 6,485**	**$ 4,633**	**71%**		**$ 5,693**	**$ 32**	**1%**		**$ 2,000**	**$ -**	**0%**		**$ 356,592**	**$ 61,696**	**17%**		**$ 753,603**	**$ 113,701**	15%	
NET INCOME																								
Operating	$ 91,667	$ 172,267			$ (6,485)	$ (1,743)			$ 18,307	$ 11,043			$ (2,000)	$ -			$ (326,792)	$ (54,321)			$ (225,303)	$ 127,246		
Non-Operating	$ -	$ 1,873			$ 7,000	$ -			$ -	$ -			$ 10,000	$ -			$ (10,000)	$ -			$ 7,000	$ 1,873		
TOTAL	**$ 91,667**	**$ 174,140**			**$ 515**	**$ (1,743)**			**$ 18,307**	**$ 11,043**			**$ 8,000**	**$ -**			**$ (336,792)**	**$ (54,321)**			**$ (218,303)**	**$ 129,119**		

{1} This is approximately 1/2 of the revenue received from the December 2025 billing - additional revenue will not be recognized until the next billing in December 2026

{2} Revenue is seasonal - approximately April/May to October

PORT OF HOOD RIVER

FY27 WATERFRONT RECREATION DEPT. BY SITE - BUDGET VS ACTUAL

For the period ending August 31, 2026 (16.67%)

	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	$ 33,717	169%	{1}	$ 5,000	$ 1,684	34%		$ 8,000	$ 2,656	33%		$ 3,500	$ 1,436	41%						$ 36,500	$ 39,492	108%	
Non-operating:																								
Grants, interest, other income	$ 71,000	$ -	0%		$ 20,000	$ -	0%				NA						$ -	$ -			$ 91,000	$ -	0%	
TOTAL	**$ 91,000**	**$ 33,717**	**37%**		**$ 25,000**	**$ 1,684**	**7%**		**$ 8,000**	**$ 2,656**	**33%**		**$ 3,500**	**$ 1,436**	**41%**		**$ -**	**$ -**	NA		**$ 127,500**	**$ 39,492**	31%	
EXPENSES																								
Operating																								
Personal Services	$ -	$ 3,294	NA		$ -	$ 366	NA		$ -	$ 366	NA		$ -	$ 366	NA		$ -	$ -	NA		$ -	$ 4,392	NA	
Materials & Services	$ 87,500	$ 8,236	9%		$ 28,000	$ 4,497	16%		$ 13,500	$ 361	3%		$ 11,500	$ 400	3%		$ 5,500	$ 2,138	39%	{2}	$ 146,000	$ 15,632	11%	
Internal Services (Admin/OH)	$ 174,441	$ 29,074	17%		$ 88,875	$ 14,813	17%		$ 71,511	$ 11,919	17%		$ 78,289	$ 13,048	17%						$ 413,116	$ 68,853	17%	
Subtotal	$ 261,941	$ 40,603	16%		$ 116,875	$ 19,675	17%		$ 85,011	$ 12,646	15%		$ 89,789	$ 13,815	15%		$ 5,500	$ 2,138	39%		$ 559,116	$ 88,877	16%	
Non-Operating																								
Capital Outlay	$ 95,000	$ -	0%		$ 120,000	$ -	0%		$ -	$ -	NA		$ -	$ -			$ -	$ -			$ 215,000	$ -	0%	
Subtotal	$ 95,000	$ -	0%		$ 120,000	$ -	0%		$ -	$ -	NA										$ 215,000	$ -	0%	
TOTAL	**$ 356,941**	**$ 40,603**	**11%**		**$ 236,875**	**$ 19,675**	**8%**		**$ 85,011**	**$ 12,646**	**15%**		**$ 89,789**	**$ 13,815**	**15%**		**$ 5,500**	**$ 2,138**	**39%**		**$ 774,116**	**$ 88,877**	11%	
NET INCOME																								
Operating	$ (241,941)	$ (6,886)			$ (111,875)	$ (17,991)			$ (77,011)	$ (9,990)			$ (86,289)	$ (12,379)			$ (5,500)	$ (2,138)			$ (522,616)	$ (49,384)		
Non-Operating	$ (24,000)	$ -			$ (100,000)	$ -			$ -	$ -			$ -	$ -			$ -	$ -			$ (124,000)	$ -		
TOTAL	**$ (265,941)**	**$ (6,886)**			**$ (211,875)**	**$ (17,991)**			**$ (77,011)**	**$ (9,990)**			**$ (86,289)**	**$ (12,379)**			**$ (5,500)**	**$ (2,138)**			**$ (646,616)**	**$ (49,384)**		

{1} There were more activities on the waterfront this year

{2} Professional services in preparation of transferring Indian Creek Trail to the City

PORT OF HOOD RIVER
FY27 ADMINISTRATION FUND ANALYSIS BY DEPARTMENT - BUDGET VS ACTUAL
For the period ending August 31, 2026 (16.67%)

	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	$ 693,509	$ 116,656	17%	$ 216,531	$ 36,341	17%	$ 754,764	$ 126,933	17%	$ 191,601	$ 32,344	17%	$ 197,000	$ 33,186	17%	$ 1,334,620	$ 221,755	17%	$ 359,051	$ 59,616	17%	$ 55,000	$ 9,276	17% {1}	$ 3,802,076	$ 636,106	17%
Non-operating:																											
Grants, interest, other income	$ 75,000	$ -	0%						NA	$ -	$ -	NA				$ -	$ -	NA	$ -	$ -	NA	$ 534,000	$ -	0%	$ 609,000	$ -	0%
										$ -	$ -																
TOTAL	**$ 768,509**	**$ 116,656**	**15%**	**$ 216,531**	**$ 36,341**	**17%**	**$ 754,764**	**$ 126,933**	**17%**	**$ 191,601**	**$ 32,344**	**17%**	**$ 197,000**	**$ 33,186**	**17%**	**$ 1,334,620**	**$ 221,755**	**17%**	**$ 359,051**	**$ 59,616**	**17%**	**$ 589,000**	**$ 9,276**	**2%**	$ 4,411,076	$ 636,106	14%
EXPENSES																											
Operating																											
Personal Services	$ 450,359	$ 70,669	16%	$ 42,531	$ 7,050	17%	$ 481,214	$ 80,751	17%	$ 123,601	$ 19,071	15%	$ -	$ -	NA	$ 1,143,120	$ 194,331	17%	$ 338,051	$ 47,952	14%				$ 2,578,876	$ 419,824	16%
Materials & Services	$ 318,150	$ 46,524	15%	$ 174,000	$ 16,567	10%	$ 328,550	$ 115,382	35% {2}	$ 68,000	$ 2,729	4%	$ 197,000	$ 30,074	15%	$ 106,500	$ 6,472	6%	$ 21,000	$ -	0%				$ 1,213,200	$ 217,747	18%
Subtotal	$ 768,509	$ 117,193	15%	$ 216,531	$ 23,617	11%	$ 809,764	$ 196,132	24%	$ 191,601	$ 21,800	11%	$ 197,000	$ 30,074	15%	$ 1,249,620	$ 200,803	16%	$ 359,051	$ 47,952	13%	$ -	$ -	NA	$ 3,792,076	$ 637,571	17%
Non-Operating																											
Capital Outlay							$ -	$ -								$ 85,000	$ -	0%	$ -	$ -	NA				$ 85,000	$ -	0%
Contingency																						$ 534,000	$ -	0%	$ 534,000	$ -	0%
Subtotal	$ -	$ -	NA	$ -	$ -	NA	$ -	$ -	NA	$ -	$ -	NA	$ -	$ -	NA	$ 85,000	$ -	0%	$ -	$ -	NA	$ 534,000	$ -	NA	$ 619,000	$ -	0%
TOTAL	**$ 768,509**	**$ 117,193**	**15%**	**$ 216,531**	**$ 23,617**	**11%**	**$ 809,764**	**$ 196,132**	**24%**	**$ 191,601**	**$ 21,800**	**11%**	**$ 197,000**	**$ 30,074**	**15%**	**$ 1,334,620**	**$ 200,803**	**15%**	**$ 359,051**	**$ 47,952**	**13%**	**$ 534,000**	**$ -**	NA	**$ 4,411,076**	**$ 637,571**	14%
NET INCOME																											
Operating	$ (75,000)	$ (537)		$ -	$ 12,723		$ (55,000)	$ (69,199)		$ -	$ 10,544		$ -	$ 3,112		$ 85,000	$ 20,953		$ -	$ 11,663		$ 55,000	$ 9,276		$ 10,000	$ (1,465)	
Non-Operating	$ 75,000	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ (85,000)	$ -		$ -	$ -		$ -	$ -		$ (10,000)	$ -	
TOTAL	**$ -**	**$ (537)**		**$ -**	**$ 12,723**		**$ (55,000)**	**$ (69,199)**		**$ -**	**$ 10,544**		**$ -**	**$ 3,112**		**$ -**	**$ 20,953**		**$ -**	**$ 11,663**		**$ 55,000**	**$ 9,276**		**$ -**	**$ (1,465)**	

{1} This is for payments received from the Bridge Authority for administrative services

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Commission Memo

Prepared by: Kevin Greenwood, Executive Director
Date: October 20, 2026
Re: Bridge Replacement Presentation

BACKGROUND

The Hood River–White Salmon Bridge Authority (HRWSBA) continues advancing the replacement of the existing Hood River–White Salmon Interstate Bridge. As owner and operator of the existing bridge and owner of waterfront property affected by the replacement project, the Port continues to coordinate closely with the Authority on project development and implementation.

Michael Shannon, HNTB Project Director, will provide an update on project design, funding, schedule, the upcoming test pile program, and Section 6(f) coordination involving Port-owned property.

DISCUSSION

The replacement project reached its 60% design milestone during summer 2026, with construction-ready plans anticipated in early 2027. The current project estimate is approximately $1.12 billion, with additional federal funding necessary to complete the financing plan. Construction is anticipated to begin in fall 2027, with the new bridge opening in fall 2031 and demolition of the existing bridge completed in fall 2033.

Section 6(f) Conversion

The replacement project requires permanent bridge right-of-way within Marina Park property protected under Section 6(f) of the federal Land and Water Conservation Fund (LWCF) program from grants the Port received in the 1970s.

Earlier proposals contemplated a substantially larger conversion area, including property needed only temporarily during construction. Following extensive coordination among the Port, Authority, and regulatory agencies, the current proposal would limit the permanent conversion to the permanent bridge right-of-way within the existing LWCF boundary. Temporary construction easements would be excluded from conversion, subject to approval by the Oregon Parks and Recreation Department (OPRD) and National Park Service (NPS).

This represents a significant improvement for both the Port and the bridge replacement project. The reduced conversion footprint minimizes the permanent loss of protected recreational property, preserves greater flexibility for future Port waterfront uses, and substantially narrows the scope of property requiring federal conversion approval. The revised approach also recognizes that temporary construction impacts can potentially be addressed through measures such as trail detours, continued public boat ramp access, and alternative parking rather than permanent conversion.

The Authority is requesting the Commission's concurrence with this revised approach so it can proceed through OPRD and NPS review. Staff supports the proposal as a meaningful advancement in the negotiations, while recognizing that replacement recreation property, final right-of-way boundaries, easements, and long-term ownership and maintenance arrangements remain subject to further coordination and applicable approvals.

A separate action item on tonight's agenda requests the Commission's concurrence with the proposed Section 6(f) approach.

Test Pile Program and Intergovernmental Agreement

The Authority is preparing for a test pile program anticipated to begin in January 2027. The program will provide important geotechnical information for the design and construction of the replacement bridge.

In preparation, HNTB has scheduled inspections and monitoring activities on the existing bridge for November 9–13, 2026. These activities will establish baseline conditions and monitoring thresholds, verify bridge conditions, and prepare for monitoring during subsequent pile-driving activities.

The proposed intergovernmental agreement (IGA) between the Port and HRWSBA establishes the terms under which HNTB and its authorized subconsultants may access the existing bridge and conduct inspection, monitoring, and related activities. The agreement addresses operational coordination, monitoring equipment, potential bridge closures, lift-span operations, insurance, and liability.

The draft IGA was received October 15 and is undergoing legal, insurance, and administrative review. Given HNTB's anticipated November mobilization, staff is proposing that the Commission consider approving the IGA substantially in the form presented, authorizing the Executive Director to execute the final agreement following satisfactory review. Any material changes beyond the scope of that authorization would return to the Commission for consideration.

A separate action item addresses the proposed IGA and conditional execution authority.

POTENTIAL COMMISSION DISCUSSION QUESTIONS

Section 6(f) Conversion

- Where will replacement recreational property be provided to mitigate the permanent conversion?
- What additional approvals will OPRD and NPS require from the Port?
- What future property, financial, or maintenance obligations might affect the Port?
- Who does HNTB anticipate will own the mitigation site upon completion?

Test Pile Program

- What is the anticipated schedule and duration of the winter test pile program?
- Will pile driving require bridge closures, and for how long?

- How loud will pile driving be, and how will noise affect daytime versus nighttime operations?
- What impacts are anticipated for nearby residents, businesses, and waterfront users?
- How will the bridge monitoring equipment installed last year be used?
- What public notification measures are planned for closures and construction impacts?

IGA and Commission Coordination

- What activities will the IGA authorize beyond the November inspections?
- What additional agreements or approvals will be necessary for January's pile-driving activities?
- What other agreements or approvals does the Bridge Authority anticipate requesting from the Port in the coming months?

RECOMMENDATION

Staff recommends that the Commission receive Michael Shannon's presentation and discuss the proposed Section 6(f) conversion approach, upcoming test pile program, and associated operational considerations.

Two separate action items on tonight's agenda request Commission concurrence with the revised Section 6(f) conversion approach and conditional approval of the test pile program IGA, subject to satisfactory legal, insurance, and administrative review.

ATTACHMENTS

Presentation – Bridge Replacement 6f Process & Test Pile
Intergovernmental Agreement DRAFT

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Hood River – White Salmon Bridge Replacement

October 20, 2026

HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

Agenda

- Introductions
- Project progress
- Funding
- Timeline
- Test Pile Program
- 6F Coordination
- Questions



Continued Momentum – 100% Design



Design components: A look at piers and girders from the Oregon side

- 60% design milestone achieved this summer
- 100% construction ready plans anticipated in Q1 2027

HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

Roadway User Experience



Driver perspective traveling across the future bridge



Aerial view of the pedestrian overlook

HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

Washington Side Connection - SR 14 Roundabout



HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

Oregon Side Connection – Existing Intersection



HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

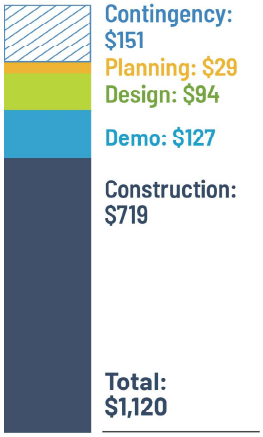
Funding

PROJECT FUNDING, in millions

- ☑ **STATE FUNDING**
  $250M in state match ($125M each from WA & OR)
- ☑ **LOCAL FUNDING**
  $105M toll-backed TIFIA loan in process
- ☑ **INITIAL FEDERAL FUNDING**
  $200M INFRA grant
- ☐ **REMAINING FEDERAL FUNDING**
  $532M Bridge Investment Program request

The funding plan meets all BIP program criteria is consistent with federal match requirements.

PROJECT COST, in millions



HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

Project Timeline



Work Ongoing and Upcoming

- Permitting work continues
- Right-of-way work continues
- Test Pile Program
- Construction preparation

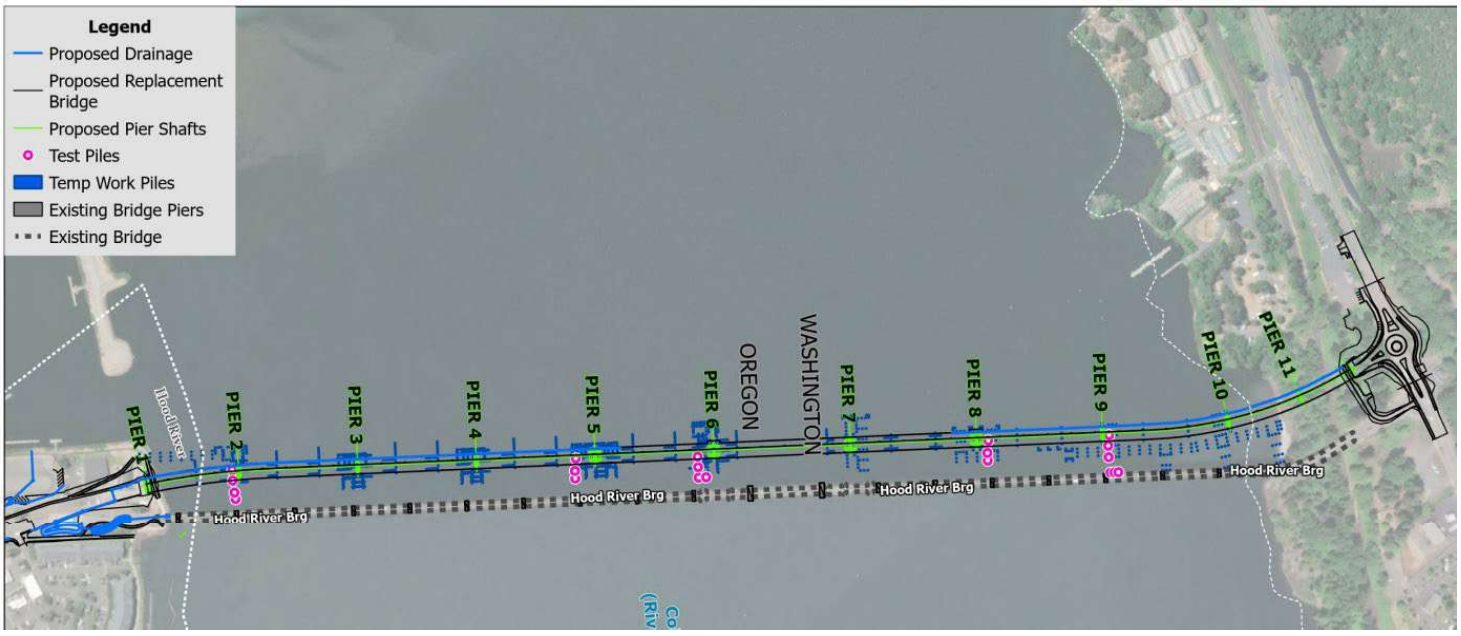


HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

Test Pile Program – 16-20 piles



HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

Pile Installation Sow

Contractor

1. Pile Installation	2. Environmental Compliance	3. Pile Capacity Test
• Labor • Equipment • Material	• Bubble curtain installation • Acoustic Monitoring • Turbidity curtain installation • Water quality	• PDA/CAP/WAP • WEAP

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

Bridge Monitoring & Test Pile Program Manager

HNTB

1. Baselining/ Monitoring	2. Permits/ Environmental	3. Geotechnical Monitoring	4. Program Management
• Development of Existing Bridge Baseline • Development of Testing Thresholds • Monitoring of Existing Bridge • Specifications	• Permits • Environmental Testing • Environmental Monitoring • Turbidity Monitoring • Cultural Monitoring • Water Quality	• Geotechnical Verification	• Construction Management • Long term Instrument monitoring • Quality • Communications

HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

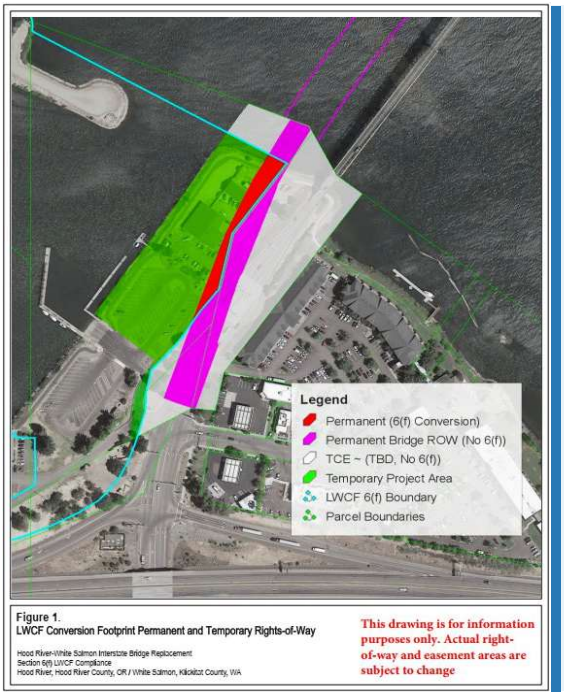
Marina Park Land and Water Conservation Fund (LWCF) 6(f) Boundary



- The approved LWCF boundary includes most of Marina Park except for the area shown in orange
- Bridge project impacts within boundary are subject to LWCF review
- Permanent bridge right-of-way owned by the Authority within the LWCF boundary would constitute an LWCF conversion per recent coordination with the Oregon Parks and Recreation Department (OPRD) and National Park Service (NPS)

HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

Bridge Right-of-Way LWCF Conversion Footprint



CURRENT PROPOSAL • October 2026

PERMANENT ROW
Only the property necessary to accommodate the replacement bridge's ROW footprint would be acquired by the Authority

6(f) CONVERSION
Limiting the 6(f) Conversion to the portion inside the previously approved LWCF boundary

BASIS FOR CHANGE

- ❑ Recreation Impact Mitigation justification for Temporary Easement Exclusion
- ❑ Trail detour • Boat ramp remains open • Alternative parking
- ❑ Exclude the TCE area inside the LWCF boundary from conversion, subject to OPRD / NPS approval

DECISION **Confirm the updated 6(f) Conversion plan is acceptable to the Port and submit to OPRD for review and coordination with NPS.**

Contact Information

Michael Shannon, PE

Project Director

425-577-8071

mshannon@hntb.com

Follow us on social media!

@hoodriverbridge

Visit the project website and sign up for updates

hoodriverbridge.org



HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

INTERGOVERNMENTAL AGREEMENT
Existing Bridge Monitoring, Verification, and Drone Activities

THIS INTERGOVERNMENTAL AGREEMENT (this **"Agreement"),** entered into October 29**,** 2025 **("Effective Date")** is by and between the Port of Hood River, an Oregon municipal corporation (the **"Port")** and the Hood River-White Salmon Bridge Authority, a public corporation with the powers and authority granted under ORS 381.700 to 381.755 as well as all other powers and authorities granted to municipal corporations under Oregon law **("Authority").** Each party may be referred to hereunder as a **"Party"** or collectively as the **"Parties."**

RECITALS

WHEREAS, the Hood River-White Salmon Bridge (the **"Bridge")** is currently owned and operated by the Port;

WHEREAS, the Authority was formed to oversee the planning, financing, design and construction of the new Hood River-White Salmon Bridge and demolition of the existing Bridge;

WHEREAS, the Authority has contracted with HNTB Corporation ("HNTB" or "Consultant") under Contract No. HRWSBA-AE-2024-01 to provide Owner's Representative, program management, engineering, and related professional services for the Project, including services authorized under Amendment 12;

WHEREAS, Amendment 12 includes a Test Pile Program task under which HNTB will establish baseline conditions and monitoring thresholds for the existing Bridge; develop survey monitoring control and verification documentation; review monitoring data during pile-driving activities; refine monitoring thresholds; perform focused verification of bridge inspections including lift-span; aerial visual documentation using unmanned aircraft systems ("drone"); and prepare monitoring reports (collectively, the "Work");

WHEREAS, HNTB and its authorized subconsultants have the necessary qualifications and expertise to perform the Work, and HNTB remains responsible to the Authority for the performance and compliance of its subconsultants;

WHEREAS, the Port agrees to grant the Authority permission for HNTB and its authorized subconsultants to enter upon and use the Bridge and other Port property for the limited purpose of performing the Work, subject to the terms and conditions of this Agreement; and

WHEREAS, Oregon Revised Statutes ("ORS") 190 (and, with respect to the Port, ORS 777.112) authorizes units of local government to enter into intergovernmental agreements for the performance of any or all functions and activities that a party to the agreement has the authority to perform.

NOW THEREFORE, in consideration of the mutual covenants in this Agreement, the Parties agree as follows:

AGREEMENT

1. **Term.** The term of this Agreement shall commence on the Effective Date and shall remain in effect until December 31, 2032 unless terminated earlier under Section 14, or otherwise extended by both Parties in writing.

2. **Grant of License.** The Port grants the Authority a non-exclusive, revocable, and limited license, with the right to authorize HNTB and its Authority-approved subconsultants, to enter upon and use the Property solely to perform the Work described in Exhibit A. This Agreement conveys no leasehold, easement, or other real-property interest. The Authority remains responsible for HNTB's and its subconsultants' compliance with this Agreement.

3. **Port Approval Before Field Activities.** Before field installation, verification of inspection reports, or drone activities begin, the Authority shall submit for the Port's written approval the proposed work plan, equipment, locations, attachment and installation methods, access needs, schedule, traffic-control needs, utility needs, responsible field contacts, and restoration approach. For drone activities, the submittal shall also identify the remote pilot, proposed flight area and operating platform, launch and recovery locations, visual-line-of-sight approach, planned imagery, weather limitations, and any requested lane closure or boat support. Port approval shall not be unreasonably withheld.

4. **Permitted Uses**. Subject to required Port approvals, the Authority may authorize HNTB and its approved subconsultants to: (a) inspect the existing Bridge; (b) establish and verify survey control and baseline positions; (c) install, configure, commission, operate, inspect, maintain, repair, relocate, and remove approved monitoring equipment; (d) collect photographs, measurements, vibration data, displacement data, tilt data, and related monitoring information; (e) conduct approved drone flights and collect aerial video and interval still photography for baseline and post-work condition documentation; and (f) prepare engineering evaluations and reports.

5. **Drone Operations.** Drone operations shall comply with applicable law and the approved work plan.

6. **Temporary Bridge Closures.** The Parties acknowledge that the Work may require temporary bridge closures. Both traffic lanes may be closed concurrently. The Authority shall obtain the Port's written approval before implementing any lane closure and shall ensure that HNTB and its subconsultants comply with applicable traffic-control requirements and the Port-approved access plan.

7. **U.S. Coast Guard Requirements**. The Work shall be planned and performed so the Bridge retains its required lift capability and can be operated in accordance with applicable U.S. Coast Guard requirements. The Authority shall coordinate activities that may affect navigation, lift-span operations, Bridge inspections, maintenance, or emergency access.

8. **Port-Owned Equipment and Utilities.** The Authority may request the Port's written approval for HNTB and its approved subconsultants to use electrical power available on the Bridge or other Port-owned equipment or vessels directly related to the Work. A request shall identify the proposed use, connection or operating method, duration, responsible personnel, and any reasonably requested supporting information. Port approval

shall not be unreasonably withheld. Use of Port-owned equipment or vessels remains subject to availability and Port operating requirements.

9. **Restrictions.** The Authority shall ensure that HNTB and its subconsultants do not interfere with public use, Bridge operations, safety, Port operations, or inspections by the State of Oregon or other agencies, and do not alter or damage the Property beyond the Port-approved Work. No material change to approved work plan may occur without the Port's prior written approval.

10. **Ownership and Removal of Equipment.** Monitoring and drone equipment shall remain the property of the Authority, HNTB, or HNTB's subconsultants, as applicable. Upon expiration or termination of this Agreement, or upon completion of the Work if earlier directed by the Authority, the Authority shall cause the equipment to be removed and affected Property restored to its prior condition, ordinary wear and tear excepted. The Authority shall also coordinate temporary or permanent relocation or removal upon the Port's written request when reasonably necessary for Bridge or Port operations.

11. **Data Use and Liability**. Monitoring data, survey verification records, observations, photographs, drone imagery, threshold evaluations, and final technical reports produced through the Work shall be made available to the Port upon request, subject to applicable law and any restrictions on confidential, security-sensitive, or proprietary information. HNTB's analyses and recommendations are prepared for the Authority and Project purposes only and under Contract No. HRWSBA-AE-2024-01. The Port's independent use or interpretation of such information is at the Port's responsibility, except to the extent otherwise agreed in writing.

12. **Risk of Loss; Indemnification.** The Authority assumes risk of loss or damage to equipment used for the Work. Subject to the Oregon Tort Claims Act and applicable limitations for public bodies, the Authority shall defend, indemnify, and hold harmless the Port and its officers, officials, agents, employees, and volunteers from claims attributable to negligent acts or omissions of the Authority or persons acting on its behalf, including HNTB and its subconsultants, to the extent permitted by law.

13. **Insurance.** The Authority shall maintain insurance or self-insurance consistent with applicable Oregon law. The Authority shall also require HNTB and participating subconsultants to maintain insurance appropriate to their activities, including coverage applicable to drone operations when drone activities are performed, and to provide evidence of coverage upon request. Any additional-insured requirements shall be subject to the terms of the applicable policies and contracts.

14. **Termination.** Either Party may terminate this Agreement without cause upon 30 days' prior written notice to the other Party. If Authority breaches any provision of this Agreement, and if within ten (10) business days after the Port sends written notice to Authority of the violation Authority fails to cure the violation to the Port's satisfaction, the Port may immediately terminate this Agreement. Termination of this Agreement shall extinguish all rights granted to Authority hereunder as of the termination date.

15. **Compliance with all Applicable Laws, Rules, and Regulations;** The Authority agrees to comply with all federal, state and local laws, regulations, requirements and rules in connection with its obligations hereunder.

DRAFT

16. **No Assignment.** This Agreement is personal to the Authority and may not be assigned or transferred without the prior written consent of the Port.

17. **Amendments.** Any modifications to this Agreement must be made in writing and executed by both Parties.

18. **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.

19. **Miscellaneous.** This Agreement contains the entire agreement between the Parties relating to the subject matter described in this Agreement, and supersedes any prior contracts or agreements between the Parties. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon, without regard to its conflicts of law principles. In case any one or more of the provisions contained in this Agreement or any application thereof shall be invalid, illegal or unenforceable in any respect, the validity, legality and enforceability of the remaining provisions contained in this Agreement and other application thereof shall not in any way be affected or impaired thereby. Nothing in this Agreement is to be interpreted as creating or constituting an agency relationship between the Parties. Each Party remains separate and neither assumes the debts or obligations of the other by entering into this Agreement. This Agreement may be executed in counterparts and as so executed shall constitute one agreement binding on all the Parties.

[*Remainder of this page is intentionally left blank; signatures are on the following page.]*

DRAFT

WHEREOF, the Parties to this Agreement have duly executed this Agreement as of the Effective Date.

Hood River-White Salmon Bridge Authority
An Oregon municipal corporation

By:_____

Name:

Title:

Port of Hood River
An Oregon municipal corporation

By:_____

Name: Kevin M. Greenwood

Title: Executive Director

DRAFT

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Commission Memo

Prepared by: Amanda S. Rose, Director of Real Estate
Date: October 20, 2026
Re: ODOT Biennial Hood River–White Salmon Interstate Bridge Inspection & Presentation

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From July 13 through July 21, 2026, the Oregon Department of Transportation completed its biennial inspection of the Hood River–White Salmon Interstate Bridge. The inspection was carried out by Burgess & Niple, Inc., an architecture and engineering firm, under the direction of Project Manager and Bridge Engineer Will Strehler.

The Burgess & Niple crew worked on and around the bridge for nearly ten consecutive days to evaluate its structural components and document current conditions. Throughout the inspection, Port facilities staff coordinated rolling traffic stops to allow the inspection crew and equipment to safely access and exit work areas while maintaining traffic operations.

This year, coordination between the Port and Burgess & Niple significantly reduced daytime impacts to bridge users. Mr. Strehler and his crew completed the upper-deck portion of the inspection during one of the Port's previously scheduled overnight bridge closures. Performing this work during an existing closure eliminated the need for additional daytime traffic restrictions and allowed the inspection team to complete the work in a safer and more efficient setting.

The draft inspection report is 406 pages and includes 392 photographs documenting the bridge's condition. The report is pending review and comment from Port staff and bridge engineers. A final version will be available once their comments are received and incorporated. Mr. Strehler will attend the Commission meeting to present an overview of the inspection results and answer questions from the Commission.

Staff appreciates the planning and cooperation demonstrated by Mr. Strehler and the Burgess & Niple inspection team, as well as the work of the Port facilities crew in safely supporting the inspection. This coordinated approach allowed ODOT's required inspection work to be completed with minimal disruption to the traveling public.

RECOMMENDATION:
Discussion

ATTACHMENTS:
12-yr CIP and IMP

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12-yr CIP and IMP
4/7/2026

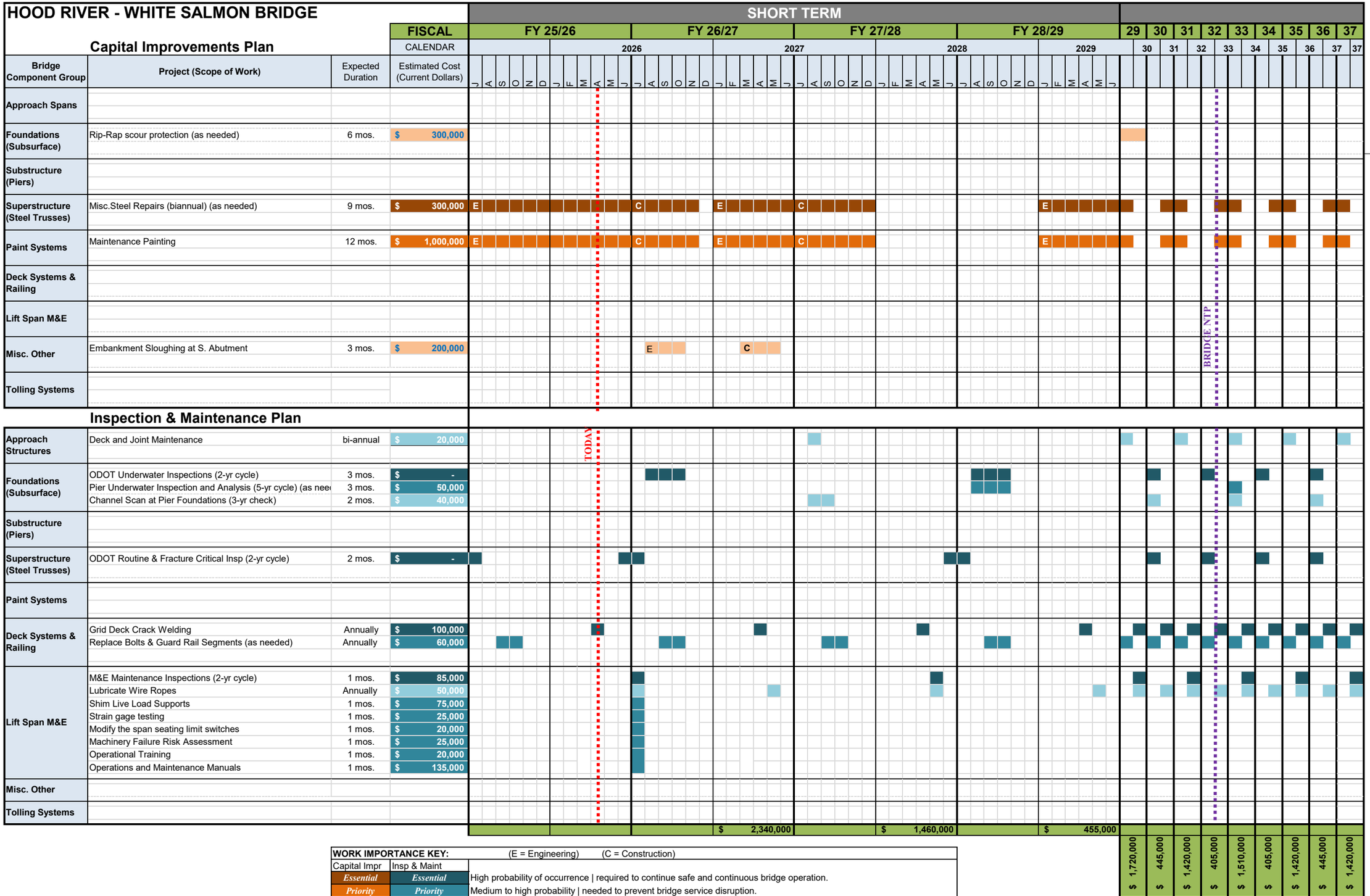
HOOD RIVER - WHITE SALMON BRIDGE

Capital Improvements Plan

Bridge Component Group	Project (Scope of Work)	Expected Duration	Estimated Cost (Current Dollars)
Approach Spans			
Foundations (Subsurface)	Rip-Rap scour protection (as needed)	6 mos.	$ 300,000
Substructure (Piers)			
Superstructure (Steel Trusses)	Misc.Steel Repairs (biannual) (as needed)	9 mos.	$ 300,000
Paint Systems	Maintenance Painting	12 mos.	$ 1,000,000
Deck Systems & Railing			
Lift Span M&E			
Misc. Other	Embankment Sloughing at S. Abutment	3 mos.	$ 200,000
Tolling Systems			

Inspection & Maintenance Plan

Bridge Component Group	Project (Scope of Work)	Expected Duration	Estimated Cost (Current Dollars)
Approach Structures	Deck and Joint Maintenance	bi-annual	$ 20,000
Foundations (Subsurface)	ODOT Underwater Inspections (2-yr cycle)	3 mos.	$ -
	Pier Underwater Inspection and Analysis (5-yr cycle) (as nee	3 mos.	$ 50,000
	Channel Scan at Pier Foundations (3-yr check)	2 mos.	$ 40,000
Substructure (Piers)			
Superstructure (Steel Trusses)	ODOT Routine & Fracture Critical Insp (2-yr cycle)	2 mos.	$ -
Paint Systems			
Deck Systems & Railing	Grid Deck Crack Welding	Annually	$ 100,000
	Replace Bolts & Guard Rail Segments (as needed)	Annually	$ 60,000
Lift Span M&E	M&E Maintenance Inspections (2-yr cycle)	1 mos.	$ 85,000
	Lubricate Wire Ropes	Annually	$ 50,000
	Shim Live Load Supports	1 mos.	$ 75,000
	Strain gage testing	1 mos.	$ 25,000
	Modify the span seating limit switches	1 mos.	$ 20,000
	Machinery Failure Risk Assessment	1 mos.	$ 25,000
	Operational Training	1 mos.	$ 20,000
	Operations and Maintenance Manuals	1 mos.	$ 135,000
Misc. Other			
Tolling Systems			



WORK IMPORTANCE KEY:		(E = Engineering) (C = Construction)
Capital Impr	Insp & Maint	
Essential	*Essential*	High probability of occurrence | required to continue safe and continuous bridge operation.
Priority	*Priority*	Medium to high probability | needed to prevent bridge service disruption.
Recommend	*Recommend*	Low to medium probability | needed to maintain operating efficiency and ensure safety.

Cumulative Totals $ 13,445,000

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Commission Memo

Prepared by: Emily Curtis, Capital Projects & Operations Coordinator
Date: October 20, 2026
Re: Marina Basin Master Plan Update

Background:
The updated 2026 Marina Basin Master Plan builds upon the 2007 Marina Master Plan and the 2015 Marina Assessment. In December 2025, the Port conducted a community survey to gather feedback on long-term planning for the Marina Basin. Survey results were presented to the Commission on January 20, 2026, and are being incorporated into the updated planning process.

Port staff is working with J-U-B Engineers, Inc. (JUB) to develop the updated Master Plan. This effort complements the Port's Strategic Business Plan, being developed by Points Consulting, and incorporates feedback from the community survey, previous planning efforts, and stakeholder engagement.

Plan Vision and Key Components:
The draft framework envisions the Marina Basin as a vibrant, accessible, and economically sustainable waterfront that supports boating, recreation, public access, community gathering spaces, and year-round waterfront experiences.

Key planning opportunities identified in the framework include:

- **Marina Operations and Recreation:** Improve marina infrastructure, explore additional moorage where feasible, modernize facilities, and support boating, sailing, paddling, rowing, and other water-based activities.
- **Public Access and Circulation:** Improve pedestrian and bicycle connections, waterfront access, gathering spaces, wayfinding, and circulation for marina users and visitors.
- **Economic Development:** Explore waterfront-oriented commercial uses, visitor amenities, recreational tourism, and other opportunities that support the Port's financial sustainability while maintaining public access.
- **Waterfront Districts and Redevelopment:** Organize potential uses into four activity districts: Marina Operations, Small Boat and Sailing, Waterfront Commons, and Waterfront Village. The framework assumes redevelopment of the existing boathouse area consistent with the Commission's direction to remove the boathouses.
- **Phased Implementation:** Establish a flexible approach to future improvements based on priorities, available funding, and long-term operational needs.

The framework also considers environmental quality, long-term resilience, and coordination with the proposed Hood River–White Salmon Bridge project.

Stakeholder Input and Draft Concept:
On October 12, 2026, a stakeholder meeting was held at the Port Conference Room to review JUB's preliminary concept. Marina stakeholders provided suggestions and identified areas of concern that have been incorporated into the draft.

The draft concept is an initial step in the planning process and does not represent the completed Marina Basin Master Plan. Following Commission input, staff will work with JUB to further refine the concept and develop the full Master Plan, to be completed and presented in November.

RECOMMENDATION
Staff is seeking Commission feedback on the draft Marina Basin Master Plan concept, for incorporation into the final Master Plan.

ATTACHMENTS
Presentation – Marina Basin Master Plan

Port of Hood River
Marina Basin Draft Master Plan

Port Commission Meeting

October 20, 2026

1

Community Priorities

- Preserve a vibrant public waterfront
- Strengthen connections to the Columbia
- Expand recreation for all users
- Modernize marina facilities and services
- Create welcoming community gathering spaces
- Support compatible waterfront development
- Protect natural resources and resilience
- Sustainable revenue sources

2


BEACH ACCESS
PATH TO NON-MOTORIZED BOAT LAUNCH
DESIGNATED AREA FOR NON-MOTORIZED BOAT LAUNCH
IMPROVED BEACH AREA
EXISTING RESTROOM
10x10 PAVILION
10x30 PAVILION
PARKING
STORAGE BUILDING
30' SLIP
40' SLIP
EXPANDED DOCK
REFURBISHED PAVILION
NEW BRIDGE
NON-PAVED FISHING ACCESS
50' SLIP
UPGRADE EXISTING RESTROOMS AND SHOWERS AT YOUTH SAILING BUILDING
DINGY STORAGE DOCKS
SHELL/KAYAK STORAGE FLOATS
EXPANDED STORAGE YARD
MONUMENT SIGN LOCATION
BIKE/PEDESTRIAN TRAIL CONNECTION TO NEW BRIDGE
MARINA GREEN AREA WITH BANDSHELL STAGE
VENDOR/FOOD TRUCK SPACE
FISH CLEANING AND ICE VENDING LOCATION
EXISTING MUSEUM
SCALE IN FEET
RAISED PLANTERS
BANDSHELL WITH BUTTERFLY PAVILION AND STEPPED SEAT WALLS
MARINA GREEN AREA
MARINA GREEN ENLARGEMENT
PRECEDENT IMAGES

3


BEACH ACCESS
PATH TO NON-MOTORIZED BOAT LAUNCH
DESIGNATED AREA FOR NON-MOTORIZED BOAT LAUNCH
IMPROVED BEACH AREA
EXISTING RESTROOM
10x10 PAVILION
10x30 PAVILION
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MONUMENT SIGN LOCATION
BIKE/PEDESTRIAN TRAIL CONNECTION TO NEW BRIDGE
MARINA GREEN AREA WITH BANDSHELL STAGE
VENDOR/FOOD TRUCK SPACE
FISH CLEANING AND ICE VENDING LOCATION
EXISTING MUSEUM
SCALE IN FEET
Stakeholder Feedback
• Sheriff's Boat House
• Marina Green Bandshell
• Marina Green Landscaping
• Parking
• Jetty Improvements
• South Basin Dock Extension
PRECEDENT IMAGES

4

Commission Discussion & Feedback

Does this concept reflect the commission's vision for the Marina Basin?

Are there any opportunities or concerns that should be addressed before advancing to a final concept plan?

What elements should be prioritized for implementation?

5

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Commission Memo

Prepared by: Megan Channell, Director of Capital Development & Planning
Date: October 20, 2026
Re: Admin Building Relocation Update

Port staff are working with SUM Design on renovations to the building at 200 N. Wasco Court to accommodate relocation of Port administrative operations in support of the Hood River-White Salmon Bridge Replacement Project.

At its May 19, 2026 meeting, the Commission authorized the Executive Director to execute the SUM Design proposal for the renovation. Based on this direction, SUM Design is leading the design and cost estimating phase of work to have construction- and permit-ready documents by November 2026.

Staff will return for Commission review and approval of any construction procurement documents prior to proceeding with the construction phase.

RECOMMENDATION: Discussion

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Executive Director's Report
October 20, 2026

EXECUTIVE – KEVIN GREENWOOD

Airport Terminal Hangars Project

- ***FAA Approval:*** *On October 15, FAA approved the Airport Layout Plan revision for the proposed terminal and hangars. EDA confirmed that all outstanding FAA coordination requirements have been satisfied.*
- ***Section 106:*** *All Tribal and SHPO materials have been submitted. EDA anticipates the consultation period concluding October 22, with SHPO's separate 30-day review period ending October 28.*
- ***EDA Grant Status:*** *Final award is anticipated during the first quarter of federal FY 2027 (October–December 2026), subject to completion of environmental review and remaining due diligence.*
- ***Airport Energy Resilience:*** *Mayfield Renewables continues its Energy Trust of Oregon-funded feasibility assessment of solar generation, battery storage, and emergency power integration. Findings will inform project design and future funding applications. Grant was amended to also cover SUM Design expenses.*
- ***Development Entitlements and Fees:*** *SUM Design Studio began a $4,500 assessment of land-use requirements, transportation impacts at Windmaster Corner, permitting, and development fees. Phase 1 will also define subsequent technical work, with completion anticipated by November 30.*
- ***Community Renewable Energy Program****: The Port is preparing for the next Oregon Department of Energy CREP funding opportunity, anticipated in early to mid-2027, to support potential solar, battery storage, and resilience improvements.*
- ***Additional Grant Funding:*** *The Port's Connect Oregon and Business Oregon Regional Infrastructure Fund (RIF) applications remain under review. RIF award notices are anticipated by the end of October 2026, with Connect Oregon decisions expected in December 2026.*
- *Port has spent approximately $94k in pre-development with about $21k being reimbursed from Energy Trust.*

ODOT/WSDOT Bridge Inspection Agreement

- *On October 9, the Port's intergovernmental agreement with ODOT and WSDOT governing federally required inspections of the Hood River–White Salmon Interstate Bridge was fully executed.*
- *ODOT will serve as the designated lead agency, assuming responsibility and costs for inspections, bridge inventory reporting, load ratings, and related federal compliance requirements.*
- *The agreement establishes advance-notice and coordination requirements for inspections affecting bridge operations and clarifies the respective responsibilities of all three agencies.*



Other Activities/Schedule

- *On September 23, the Port hosted Business Oregon Director Sophorn Cheang, members of her leadership team and commission, and City of Hood River representatives. Discussions highlighted the successful cleanup and sale of the Lower Hanel Mill property to Dominguez Family Enterprises, with Business Oregon expressing interest in partnering*

with the Port to identify additional brownfield redevelopment opportunities in Hood River County that support job retention and creation.

- *Reviewed a reported bicycle injury on a Port pathway and coordinated referral to the Port's insurer for evaluation of recreational immunity and potential liability.*
- *Participated in the quarterly Mid-Columbia Economic Resiliency Team (MCERT) meeting focused on the new Plan for a Resilient Oregon and regional disaster resiliency. Discussed opportunities to better connect Port projects with state resilience priorities, including how those priorities may be considered in future grant funding and agency decisions.*
- *Met with Sue Davis, Executive Director, Columbia Gorge Community College Foundation to learn more about their non-profit and opportunities for Port collaboration.*
- *Responded to a customer complaint regarding toll billing accuracy, late fees, and dispute resolution procedures. Coordinated with Finance and Customer Service staff to address the issue and review opportunities for improving billing and customer service processes.*
- *Facilitated coordination between HNTB, USACE, and the Hood River Watershed Group to explore potential connections between bridge replacement wetland mitigation needs and Hood River Delta restoration efforts.*
- *Reviewed the history of the Port's seasonal parking arrangements, including Commission direction to pursue more market-based compensation, Meadows' concerns about increased costs, and the negotiated introduction of in-kind advertising in 2025–26. Recommended exploring additional low-cost promotional and branding opportunities that provide greater value to the Port while preserving the longstanding transportation partnership.*
- *Resolved an escalated customer billing complaint and coordinated with Finance and software provider Neology to update billing procedures, ensure consistency with adopted Port policies, and explore improvements to invoice adjustments and customer dispute resolution.*
- *Reviewed SUM Design's preliminary cost estimate for the remodel at 200 N. Wasco Court, 25% design development drawings, potential value engineering opportunities, and anticipated construction schedule. Staff will present budget and schedule considerations to the Commission on October 20, with a target occupancy date of October 1, 2027.*
- *Points Consulting Update – <u>Would the Commission prefer to have a presentation on the SBP, EIA, and Marina Plan at the November meeting or would you prefer to have an Informational Session somewhere in town a few days earlier for Brian's team to present to the Community?</u>*
- *Coordinated with ODOT and Port staff regarding the 2026 Routine and NSTM Bridge Inspection, including clarification of federal bridge condition ratings and their relationship to historical sufficiency ratings.*
- *Port of Columbia County Peer Benchmarking: Assisted Deputy Executive Director Amy Bynum with an organizational benchmarking initiative, sharing the Port's financial reporting structure, management timesheets, overhead allocation methodology, and quarterly reconciliation practices to support her assessment of staffing, organizational structure, and asset-level financial performance.*
- *Accounts Receivable Review: Reviewed the September 30 aging report and initiated follow-up with Finance and Real Estate staff to assess outstanding tenant balances, unapplied credits, and collection status. Exploring a streamlined monthly reporting format to strengthen financial oversight and asset management.*
- *Administrative Overhead Savings: Elimination of two service contracts, offset by the addition of a full-time night monitor, is projected to generate approximately $60,000 in annual savings. Management is evaluating opportunities to reinvest a portion of these savings in improved HR reporting and oversight, including an independent employee complaint intake service.*
- *Operational Efficiencies and Reinvestment: Improved HR processes are expected to free up administrative and finance staff capacity, potentially reducing reliance on outside contractors while allowing staff to focus on higher-value activities. One proposed reinvestment is the one-time digitization of historical Commission minutes to improve records preservation and public accessibility.*

- *Staff anticipates having a light December meeting. Would the Commission consider a brief Zoom-only meeting on Dec. 15?*
- ***AI policy:** The draft policy is attached for Commission review and will be presented for approval at the next meeting (see Attachment A).*
- *Airport Management Report - see Attachment B*
- *Meetings Attended/Scheduled*
  - *KIHR, Oct 19*
  - *OACES Lunch, Oct 19*
  - *BUILD debrief, Oct 20*
  - *Staff Mtg, Oct 20*
  - *Commission Mtg, Oct 20*
  - *HR Watershed, Oct 21*
  - *Staff Mtg, Oct 21*
  - *RAB Financing, Oct 21*
  - *Fiberoptic Mtg, Oct 21*
  - *Staff Mtg, Oct 21*
  - *HRVP&R Mtg, Oct 21*
  - *HR Watershed, Oct 22*
  - *Rotary Lunch, Oct 22*
  - *MCHA, Oct 26*
  - *Points Consulting, Oct 27*
  - *Staff Mtg, Oct 27*
  - *HRWSBA, Oct 28*
  - *Staff Mtg, Oct 28*
  - *Rotary Lunch, Oct 29*
  - *HRWSBA, Oct 29*
  - *Admin Social, Oct 29*
  - *Airport Lunch, Nov 2*
  - *Staff Mtg x 2, Nov 3*
  - *pFriem Qtrly, Nov 3*
  - *ODOT/WSDOT, Nov 4*
  - *Staff Mtg, Nov 4*
  - *CEDS Presentation, Nov 5*
  - *Rotary Lunch, Nov 5*
  - *Rotary Programs, Nov 5*
  - *HRWSBA, Nov 9*
  - *Points Consulting, Nov 10*
  - *Staff Mtg, Nov 10*
  - *WSP RAB, Nov 11*
  - *Legal, Nov 11*
  - *SDIS Walk thru, Nov 11*
  - *Rotary Board, Nov 11*
  - *Staff Mtg, Nov 11*
  - *Bi-State Rec, Nov 12*
  - *Rotary, Nov 12*
  - *KIRH, Nov 16*
  - *Staff Mtg, Nov 17*
  - *HR Watershed, Nov 17*
  - *Commission Mtg, Nov 17*
  - *Visit HR, Nov 18*
  - *Staff Mtg, Nov 18*
  - *HRWP&R, Nov 18*
  - *OPPA, Nov 19*
  - *Ethics Class, Nov 19*
  - *Rotary Lunch, Nov 19*

ADMINISTRATION – PATTY ROSAS

- ***SDAO Annual Conference:** The conference will take place Feb. 4–7, 2027, in Sunriver. Registration opens Dec. 2. Please notify Patty before Nov. 15, 2026, if you plan to attend, as spaces fill quickly.*
- ***Winter newsletter:** Work has begun with managers on the winter newsletter, scheduled for distribution in January. It will include the Commission's annual report.*
- ***Safety Committee:** The committee met Oct. 1 and conducted facility inspections. Inspections showed substantial improvements, with several previously identified items completed.*
- ***Employee support:** We will be contracting with HR Answers to provide an additional resource for employees to share workplace concerns and complaints. Costs include a $395 setup fee, $129 per month and $250 per hour for services used.*
- ***Social Media Posts for September:***
  - *9/29/26 - Bridge Closure Update*
  - *9/28/26 - Bridge Closure Update*
  - *9/23/26 - Bridge Maintenance Completed Early*
  - *9/18/26 - Bridge Closure Reminder*
  - *9/16/26 - Shared Post Bridge Lift*
  - *9/15/26 - Traffic Alert*
  - *9/14/26 - Bridge Closure*
  - *9/14/26 - Airport Advisory Committee Meeting*
  - *9/11/26 - Port Commission Meeting*
  - *9/10/26 - Draft SBP*
  - *9/7/26 - Port Office Closed*
  - *9/4/26 - Upcoming Bridge Closures*

FINANCE – DEBBIE SMITH-WAGAR/JANA SCOGGINS

- ***Financial Audits:*** *The Finance Team's primary focus this month has been supporting both the Port of Hood River and Hood River-White Salmon Bridge Authority audits. This has involved extensive record retrieval, preparing reconciliations, and providing supporting documentation for the financial statements. We have made significant progress, with a few items still in process.*
- ***Staff Training and Development:*** *We continue training our Finance Specialist, Tia Kendall, who has done an excellent job taking on her new responsibilities. She has been instrumental in maintaining timely accounts payable and receivable processing while helping us further improve our financial processes and efficiencies.*
- ***Insurance Renewal:*** *We are currently gathering information and preparing the necessary paperwork for the Port's upcoming insurance renewals.*
- ***Daily Financial Operations:*** *Alongside these projects, the Finance Team continues to manage day-to-day responsibilities, including payroll, accounts payable and receivable, cash management, reconciliations, and financial reporting.*

REAL ESTATE/ASSET MANAGEMENT – AMANDA ROSE

Big 7 Building

- *Staff continues negotiations with a prospective tenant interested in occupying all remaining leasable space in the building.*
- *Annual building reconciliations are complete, and updated figures have been distributed to tenants*

Jensen Building

- *Staff has received cost estimates for the roof replacement and is evaluating value engineering options to reduce project costs.*
- *Northwave has renewed their lease for an additional two years*

Wasco Loop Building

- *Staff has successfully leased 3,924 square feet of second-floor space to Columbia Riverkeeper.*

Marina East

- *Columbia River Acupuncture continues to occupy the building, and the tenancy remains stable.*

Marina West

- *Staff is working toward relocating DMV to Wasco Loop and addressing outstanding lease issues.*

Airport

- *The D Hangars are nearing full occupancy.*
- *Staff is coordinating closely with the Airport Manager to complete the tree removal project on the north side of the airport.*

Maritime Building

- *Hood River Distillers continues to thrive, and its tenancy remains stable.*

Halyard Building

- *pFriem is progressing through the initial design stages for its planned expansion at Halyard.*
- *Beginning November 1, pFriem will assume responsibility for its utility accounts to streamline billing and day-to-day coordination.*

Timber Incubator Building

- *All tenancies remain stable, and the building is being prepared for winter.*

Hood River Museum

- *The Hood River Museum installed artwork by artist Catherine Daley with support from the Big Art community.*

Facility Department:

- *Facilities staff has completed summer work and is transitioning to fall maintenance, winter preparation, and seasonal planning.*

Wasco Court 1:

- *SUM Design has provided initial renovation cost estimates for the Port's new administrative offices, which staff is reviewing.*

Bridge:

- *WJE has completed its mechanical and electrical inspections, and staff is awaiting the inspection report.*
- *Bridge steel and maintenance work has been delayed and is tentatively expected to resume in early November as the contractor resolves outstanding issues.*
- *HRWSBA is scheduled to conduct a bridge inspection November 9–13 to support the test pile program for the bridge replacement project.*

Key Development / EXPO Lot:

- *Staff received Key Development's annual progress report, including updated development feasibility and preliminary cost estimates, along with a request to extend the development agreement. Staff is reviewing the findings and next steps to support continued progress on the project (see Attachment C).*

CAPITAL DEVELOPMENT/PLANNING - MEGAN CHANNELL

Waterfront Transportation Improvements:

- *Waterfront Infrastructure Progress Report, WSP (see Attachment D).*
- *The project team continues to address agency comments on the 60% design plan and is beginning preparation of the 90% design plan.*
- *Funding: The FY27 Congressionally Directed Spending request ($1M for Phase I construction) is still pending. The funding request of $1 million to the City of Hood River's Urban renewal Advisory Committee was submitted; Port staff awaits City direction on next steps on the Committee's request community engagement process. The Commission will receive a presentation of funding and financing opportunities at their Fall Planning session in November.*
- *The EDA grant amendment is still in progress. EDA confirmed that the updated Section 106 process is complete, with no comments received in response to the tribal consultation letters. The final outstanding item for the grant amendment is the Port's updated funding letter, which needs to define the secured funding sources for the full project cost (inclusive of the EDA funding contribution).*
- *ODOT included a comment that the project will need to incorporate restriping of 2nd Street on the I-84 overpass (south of the project area). Based on ODOT's State Traffic Engineer's conceptual approval of the design and associated Interchange Control Evaluation, the project team does not believe the project introduces an impact that would require this design mitigation. Ongoing coordination with ODOT is in progress.*
- *ODOT continues to process the Immediate Opportunity Fund (IOF) grant amendment and the STIP Amendment will follow.*
- *Staff are working with ODOT to prepare an MOU for the roundabout, which documents the agencies' respective roles, the project's permitting and long-term maintenance framework, and ODOT's continued coordination on the IOF grant amendment.*
- *The project team submitted the Site Plan Review application to initiate the City of Hood River land use permitting process.*

Marina East and West Redevelopment Opportunity: *CMLK Development, in partnership with the Port, hosted an Open House on October 6 to seek community feedback on priorities and character to inform the development concept. CMLK Development's summary of public input is attached (see Attachment E).*

Port of Hood River Foundation: *The next Foundation Board meeting is tentatively scheduled for early to mid-December. Port staff met with Foundation Board members to consider a potential changing station*

project near Frog Beach/Event Site. Foundation Board members also are exploring next steps for the license plate program. The Foundation website can now accept online donations, with categories for waterfront improvements, the airport terminal, and the Foundation's general fund.

Paid Parking Program: *Arrive, the parent company of ParkMobile, has acquired Passport. The acquisition is expected to bring the two parking platforms under one company, and staff will continue to monitor any changes that may affect the Port's parking operations, payment systems or customer experience.*

Port Admin Building: *See "Presentation and Discussion Items" for more information.*

Marina Basin Master Plan: *See "Presentation and Discussion Items" for more information.*

Boathouse Removal Project: *See "Consent Agenda" for more information.*

General Waterfront & Marina Related Activities:

- *Port staff are changing the marina moorage term dates from a January 1 – December 31 term period to a July 1 – June 30 term period to align the moorage payment schedule with the Port's fiscal year. This is consistent with the term period change made to the airport T-hangar agreements last year. Notice letters were sent September 28, 2026.*
    - *Existing moorage agreements will be extended 6 months at the current 2026 moorage rate. These extensions will be sent out for signature next month.*
    - *Consistent with current agreements, slip holders may still terminate their moorage agreement at any time with notice. Once the vacated slip is filled, the former slip holder will receive a pro-rated reimbursement for the remaining lease term, based on the date the slip is re-filled.*
- *Registration compliance for marina moorage reach 100%. Thank you to the Marine Sheriff team for their assistance and efforts in helping the Port achieve full compliance.*
- *The marina picnic shelter is now closed for the season (closed October 12).*
- *Gorge Audio Trail signs donated by Accessible Gorge were installed throughout the waterfront and marina at the existing interpretive panels. See the photo for an example of the attached panel providing QR codes for audio stories (see photo to the right).*
- *The Port's second Event Site Host (Doug Newcomb) departed on October 2. A special thank you to Doug for his dedicated efforts in monitoring the Event Site and helping to keep the area safe throughout the season.*
- *Hosted Events:*
    - *pFriem Oktoberfest – September 26*
    - *Field Guide's Orchard & Ale Fest – October 3*
    - *Field Guide's Harvest Fest – October 9 - 11*
    - *Columbia Gorge Marathon – October 17 - 18*



- *Staff completed the event permit agreement with Mt Hood Railroad for the holiday train parking.*
- *Staff are still preparing the fall/winter permit agreements, which include a winter safe harbor agreement with the Cascade Locks Sternwheeler/Jetty Light, and winter/spring season parking and park-and-ride permits for both CAT and Mt Hood Meadows.*
- *Port and CAT design teams met to coordinate design of the needed overlength parking area to support the DMV's move to Wasco Court and CAT's relocated park-and-ride facility immediately north of 200 N. Wasco Court (the planned new Port admin building). The CAT team is looking into design options for the overlength parking area to utilize a portion of their property, while finding a win-win solution for both design needs.*
- *Port staff met with the Hood River Outrigger Canoe Club to better understand the Club's request for an improved club facility (October 14).*

-###-

PORT OF HOOD RIVER
USE OF ARTIFICIAL INTELLIGENCE (AI) SYSTEMS

1. Purpose

Due to the increasing use of generative AI tools, such as OpenAI's ChatGPT, Google's Gemini, and Microsoft Copilot, the Port of Hood River has established this policy to guide their responsible and secure use. This policy supports innovation while ensuring AI technologies are used ethically, transparently, and in the public interest. Its purpose is to protect Port operations, confidential information, data privacy, public trust, and the individuals and communities the Port serves.

2. Scope

This policy applies to all Port personnel and representatives who use AI technologies while conducting Port business or using Port information, systems, or equipment. For purposes of this policy, "Port personnel and representatives" includes employees, commissioners, interns, volunteers, contractors, consultants, and others authorized to conduct Port business.

3. Definition

Artificial Intelligence (AI) is the ability of a machine or process to perform tasks that normally require human thinking. AI can learn, analyze information, reason, and make or support decisions. AI can take many forms and can be interactive or part of a behind-the-scenes process. When AI is described as "generative," it means that it can create new content. Examples include answers, documents, emails, pictures, sound, and video.

4. Risk

Copyright protection and ownership rights for AI-generated content may be uncertain. AI-generated material may also contain or resemble content owned by others. Security and privacy concerns exist when proprietary, confidential, or sensitive information is entered into an AI system. AI-generated content may be fabricated, inaccurate, misleading, or outdated. All outputs must be reviewed and verified before use.

5. Using AI Tools

Port business may be conducted only through AI tools and accounts approved by the Port's IT Department and the user's supervisor. Port credentials, email addresses, phone numbers, or other identifying information may not be used to create accounts on unapproved AI platforms.

6. Acceptable Uses for AI Tools

The following uses are permitted only through approved AI systems and when no prohibited, confidential, or sensitive information is entered:

a. General knowledge questions to enhance understanding of work-related topics.
b. Assisting in the analysis and evaluation of policy positions and to draft policy documents.
c. Brainstorming ideas for projects.
d. Creating formulas for Excel or similar programs.
e. Drafting social media posts, emails, or letters.
f. Summarizing meeting notes or research

g. Creating outlines for meetings or projects.
h. Assisting in the development of training, advertising, and marketing items.

7. Unacceptable Uses of AI Tools

a. Entering protected or sensitive information into an unapproved system.
b. Issuing unauthorized Port communications, commitments, or approvals.
c. Circumventing security, public-records, retention, or legal requirements.
d. Violating privacy, copyright, licensing, or intellectual-property rights.

8. Ethical Use of AI Tools

a. All use of AI must comply with the Port's conduct, equal employment opportunity, anti-discrimination, anti-harassment, and respectful workplace policies.
b. AI must not be used to create or share discriminatory, defamatory, deceptive, misleading, or impersonating content.
c. AI must not make final decisions involving employment, legal, financial, procurement, safety, or other significant matters. Appropriate human review and judgment are required.
d. AI-generated content must be reviewed for accuracy, fairness, bias, context, and completeness before use.
e. AI may assist with professional work but may not replace required legal, engineering, financial, human resources, safety, or other specialized review.

9. Transparency

AI may not interact directly with the public or publish information without staff review unless the use has been specifically approved by the Port. When an approved AI system interacts directly with the public, users must be clearly informed that they are interacting with AI.

10. Public Records and Retention

Prompts, uploaded materials, and AI-generated content created, received, or used in connection with Port business may constitute public records. Such records must be maintained in accordance with the Port's records-retention requirements and applicable Oregon public records laws. Using a personal account, device, or email address does not remove information related to Port business from public records requirements.

11. Training

Before using AI for Port business, employees must complete AI training designated or approved by the Port. Training may include "Artificial Intelligence: Opportunities and Risks for Special Districts" through Vector Solutions or another course approved by the Port.

12. Violations

Employees who violate this policy may be subject to corrective action, up to and including termination. Violations by contractors, consultants, volunteers, or other representatives may result in loss of access, termination of the applicable relationship or agreement, or other appropriate action. Violations by commissioners will be addressed in accordance with applicable law, Port bylaws and policies, and the commissioner's duties as an elected official.

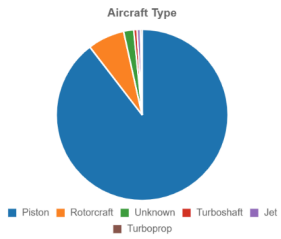
Ken Jernstedt Airfield Monthly Report

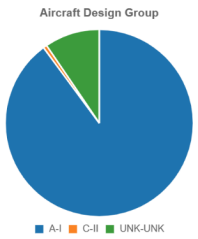
October 2026

Prepared by: Jeff Renard, Airport Manager, Aviation Management Services (AMS)
Submitted to: Kevin Greenwood
Date: October 13, 2026

Aircraft Traffic Count

- **October to date** **391 (10/8) avg. 49 operations per day**
- **Sept. 2026** **1634**
- **2026 to date** **9569** flight operations
- **2025** 10,869 flight operations
- **2024** 10,328 flight operations

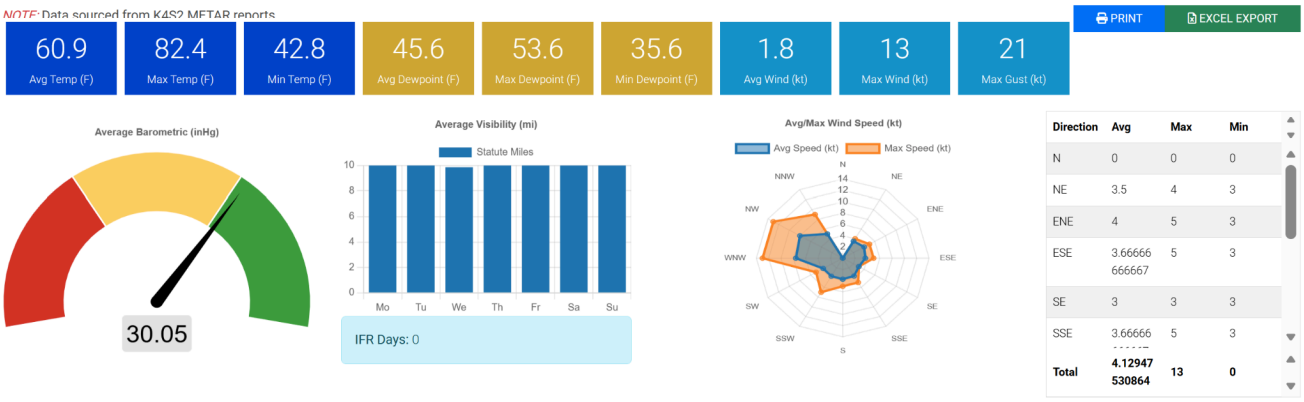








Operational Updates



T Hangar / Taxiway Construction: The T hangar project is in the final closeout process. We will have one more large payment to the contractor releasing the retainage and the final funds. The contractor has submitted all of the required documents for closeout.

Facilities: The landscape / mowing contractor is doing a great job keeping the airport mowed and looking great. We will be closing out this contract for the season.

Caliber Plumbing was successful fixing the water leak at the FBO.

North East Corner (Jeanette Rd) parking lot: I have received 2 bids for the paving work and await the 3rd. As the paving season closes we will need to move fairly quick on this project when it comes

Staff is working with 2 different developers about building new private hangars. As well as working with the existing private hangar owners who are requesting lease extensions to the 30 year land leases in place.

Tree Removal: The tree removal contract and contractor are a work in process, they have hired an additional service provider to help them finish out the project. The trees are down on the North side, they are now being removed from the site and property.

Grants : The closeout documents are being generated for the T Hangar and Taxiway projects. Staff confirming all invoices are processed and reimbursed. The project came in about 7,000 under budget.

AMS has been working with PAE on the future of the airport and the CIP for the next 5 years and leveraging the available funding. The first of these projects will be the North Apron Reconfiguration.

FBO: FlyIT Academy has been getting great compliments for the services provided

September Fuel Sales 6172 gallons

Fuel farm 4482 gallons, Truck 1690 gallons

2026 Total Fuel sales 39,994 gallons YTD

AAC: This will be our first meeting with our new member Dustin Morantes, I look forward to his input.

Next Quarterly Meeting: December 18, 2026 – 4:00 PM – Port Conference Room

Complaints/Issues: We have spent a fair amount of time with the airport stakeholders and Soaring club about the traffic pattern concerns with the operations of the Soaring Club. AMS is working with the club and the pilot community to make sure we have policies and procedures that keep us all safe. Further details will be reported to you in

future meetings.

Meetings attended: Port Meeting (online) & Oregon Department of Aviation State Board Meeting. CIP meetings, OAMA.

The 2026 OAMA Conference was a fantastic success!! From the 1 on 1 meetings with the FAA to the meetings with the airport manager peers. I was able to sit down with the reps from one of the UAS companies that desires to have a presence in the gorge. (more details to follow.) The presentation by the leadership of the Pendleton airport was very inspiring and eye opening about the opportunities that are available if you Dream big enough!! I will bring a plan of the potential dreams back for the future planning efforts

The wind sock on the maintenance hangar has been replaced!!!



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4S2 Operations Summary

January 1, 2026 – October 8, 2026 | Generated October 8, 2026

MOTIONINFO

9,594	0	9,594
Total Operations	Based Aircraft Ops	Itinerant Aircraft Ops

Aircraft Counts

Metric	Count
Based Aircraft Operations:	0
Itinerant Aircraft Operations:	9594

Operations Per Year

Year	Total
2026	**9,594**

Operations by Category

Category	2022	2023	2024	2025	2026
Itinerant GA	0	0	0	0	9,272
Air Taxi	0	0	0	0	322

Aircraft Approach Category & Design Group

Category & Group	Total
A-I	8,174
A-II	41
B-I	13
B-II	29
C-I	13
C-II	2
D-I	25
UNK-UNK	1,297

Aircraft Type

Type	Total
Piston	8,538
Jet	16
Turbo	191
Helicopter	708
Unknown	141

Operations Per Month

Month	Total
October 2026	**391**
September 2026	1,634
August 2026	1,226
July 2026	1,591
June 2026	1,249
May 2026	982
April 2026	893
March 2026	604
February 2026	475
January 2026	549

Top Manufacturers & Models

Manufacturer	Model	Total
CESSNA	C150	1,023
CESSNA	C172	1,006
CESSNA	C182	616
CESSNA	C206	484
PIPER	PA18	449
CESSNA	C180	379
Cub Crafters	PA18	370
Evektor-Aerotechnik As	EVSS	224
Bell Helicopter	B407	205
CESSNA	C170	197
CESSNA	C152	196
PIPER	PA24	192
Cessna	C337	190
UNKNOWN	UNKNOWN	186
PIPER	P28A	183
PIPER	PA22	168
Piper/Cub Crafters	PA18	157
TOM HAMILTON	FOX	123
PIPER	PA12	113
ROBINSON HELICOPTER COMPANY	R44	95
CIRRUS	SR22	87
R PAUL MARKT	CRER	85
Bellanca	CH7A	84
Cessna	C185	81
John M Toudouze	ULAC	80
BEECH	BE36	80
Beech	BE35	75

CESSNA	C175	72
Maule	M5	72
Robinson Helicopter	R44	72
Cessna	C310	64
DUSTIN MORANTES/MARK MORANTES	FOX	64
Alisport Srl	GLID	62
ROBINSON HELICOPTER	R22	61
Stemme Gmbh & Co	SAKO	61
Werner Russell D	HROC	59
Epic Aircraft Llc	E1000	58
L-Bird Llc	PA18	58
Van Oosten Slingeland Daniel A	FOX	48
Stearman	ZZZZ	47
PIPER	PA46	45
AVIAT AIRCRAFT INC	HUSK	44
Agustawestland Philadelphia Co	A119	42
Cub Crafters Inc	CC19	39
Steven Young	CCK-1865	38
Hostetler Jerry	GLST	36
BEECH	BE33	33
CESSNA	C72R	32
Grumman American Avn. Corp.	AA5	32
CIRRUS	S22T	32

Engine Type

Type	Total
Turbo-fan	12
4 Cycle	1,267
Reciprocating	7,557
Turbo-shaft	406
Unknown	89
Rotary	1
None	15
Electric	62
Turbo-prop	185

Airline Code

Code	Total
CNS	2
GA	5,563
UNKNOWN	4,023
KAP	6

KEY
UNCOMMON PLACES

MEMORANDUM

TO: Kevin Greenwood, Executive Director, Port of Hood River

FROM: Key Development & Asset Management, Inc. ("Buyer")

DATE: October 12, 2026

RE: Annual Report under Section 5.2, Ninth Amendment to Amended and Restated Agreement for Disposition of Property for Development (Expo Building Property), Re-Plat Parcel 2

1. Purpose

Section 5.2 of the Ninth Amendment, effective June 7, 2022, requires Buyer to provide the Port an annual written report describing market conditions and Buyer's timeframe for development on Re-Plat Parcel 2. This memorandum is that report. Under Section 5.2, construction on Re-Plat Parcel 2 must commence by June 7, 2027, unless the Parties extend that deadline by mutual written agreement.

2. Status of the Property

Re-Plat Parcel 1: Complete and occupied. Two 17,000 SF buildings connected by a 4,000 SF plaza, 38,000 SF total. In Recital D of the Ninth Amendment the Port acknowledged that this work satisfies the job creation and waterfront investment objectives of the Agreement.

Re-Plat Parcel 3: Complete. Developed parking lot serving the project.

Re-Plat Parcel 2: Vacant landscaped area, maintained by Buyer. The approved scope is 15,000 SF minimum to 40,000 SF maximum, generally consistent with the Exhibit A development plan fronting North 2nd Street and Anchor Way.

3. Summary

Since the Ninth Amendment was signed, the cost to build has risen faster than the rent a new building on Re-Plat Parcel 2 can command, and the cost of financing has risen sharply. A speculative building on this parcel would not generate enough rent to cover its construction cost and debt service. Lenders will not fund it without substantial pre-leasing, and Buyer will not start a building it cannot finish and lease. Section 5.2 anticipated exactly this situation by

allowing construction to proceed "at such time that Buyer determines market conditions are commercially appropriate." Those conditions have not existed at any point since June 2022.

4. Market Conditions

4.1 COVID-19 and its lasting effects

The Ninth Amendment was negotiated less than two years into the pandemic, and the Parties recognized in Recital E that permitting had taken significantly longer than expected and that market conditions had changed and created uncertainty about the completion schedule. The effects have proven durable rather than temporary:

- Hybrid and remote work permanently reduced the amount of office space tenants lease per employee. Tenants that once would have occupied the office component of a flex or light industrial building now lease less space or sublease surplus space at a discount.
- Pandemic-era supply chain disruption reset baseline material and equipment costs and lead times. Those costs did not return to pre-2020 levels; they became the floor for the increases described below.

4.2 Construction costs

The Associated Builders and Contractors (ABC) reported that nonresidential construction materials prices stood 43% above February 2020 levels as of mid-2025. Costs have continued to climb since. The Associated General Contractors of America (AGC) reports that the producer price index for nonresidential construction inputs rose 7.1% between July 2025 and July 2026:

Input (producer price index)	Change, July 2025 to July 2026
All nonresidential construction inputs	+7.1%
Aluminum mill shapes	+40.5%
Steel mill products	+22.5%
Copper and brass mill shapes	+18.4%
Lumber and plywood	+9.9%
Diesel fuel	+44.2%

Source: AGC analysis of Bureau of Labor Statistics producer price data, released August 2026.

AGC also reports that input costs have been rising at roughly double the rate of contractor bid prices, meaning general contractors have been absorbing margin. Buyer expects that gap to be passed through in future bids. Structural steel, aluminum storefront and curtain wall, copper wiring, and HVAC equipment, which together represent a large share of the hard cost of a building like those shown in Exhibit A, are the categories that have risen most.

4.3 Labor

Average hourly earnings for construction workers rose 5.2% between July 2025 and July 2026 (AGC), on top of the substantial wage increases of 2021 through 2024.

The Hood River subcontractor pool is small. Large projects elsewhere in the Mid-Columbia region compete for the same trades, and crews brought in from the Portland metro area carry travel and per diem costs. The result is fewer bidders, higher prices, and longer schedules for a project of this size.

4.4 Tariffs

Steel, aluminum, and copper-containing products are subject to Section 232 tariffs of up to 50%. These materials are embedded throughout a commercial building: structure, framing, roofing, storefront, electrical, and mechanical systems.

Canadian softwood lumber, the primary framing lumber supply for the Pacific Northwest, carried a combined antidumping, countervailing, and Section 232 duty burden of approximately 35% as of spring 2026.

Tariff rates and coverage have changed repeatedly and with little notice. Contractors have responded by adding escalation contingencies or declining to hold fixed prices on metals and equipment, which makes a guaranteed maximum price contract for Re-Plat Parcel 2 difficult to obtain and more expensive when available.

4.5 Office vacancy and rents

Downtown Portland office vacancy was 36.5% in Q2 2026 (CBRE), more than three times the 10.4% rate at the end of 2019.

Across the Portland metro area, direct office vacancy was 15.3% in Q2 2026, average asking rents fell 2.4% year over year to $29.16 per SF full service, and the market recorded negative net absorption for the quarter (Kidder Mathews).

Portland sets the regional benchmark. Tenants evaluating Hood River can choose from a deep supply of discounted existing space, and lenders and appraisers underwrite office income using regional data. Rents that would justify new construction on the waterfront are not supported by that data.

Under the Light Industrial zoning, office use on Re-Plat Parcel 2 is limited principally to office that is accessory to a light industrial use. The pool of eligible tenants is therefore narrower than the general office market, and the office-heavy users that might pay a premium for waterfront space are not the users the zone is designed for.

4.6 Cost of capital

The 10-year Treasury yield, the benchmark for most commercial real estate lending, was near 4.6% in late July 2026, compared with roughly 1.5% in early 2020 and roughly 3% when the Ninth Amendment was signed. Permanent loan rates for office and industrial property are currently near 7%, and construction loans price higher. At these rates, lenders require

substantial pre-leasing before funding a new commercial building, and a project must earn a materially higher return on cost to be financeable than it would have in 2022.

4.7 Zoning

Section 5.2 conditions commencement on resolution of "any zoning changes," and Recital E recognized that further progress would be affected by a potential zone change. The City of Hood River's Development Code update, which includes revisions to Light Industrial zone use and development standards, remains pending. Buyer will not finalize building design until the applicable standards are settled, so that the Port does not receive a building designed to rules that no longer apply.

5. Feasibility

Buyer has evaluated development of Re-Plat Parcel 2 as currently designed (Buildings 3 and 4, Exhibit A) against current construction pricing and achievable rents:

Measure	Current estimate
Total project cost (hard and soft), per gross SF	$485 to $675 ($16.8M to $23.4M)
Rent required to achieve a financeable 8.0% return on cost	$51 to $70 /SF/yr NNN
Achievable market rent, Hood River waterfront	$18 to $22 /SF/yr NNN
Shortfall	$29 to $52 /SF/yr

Assumptions. The figures above are preliminary and are presented as a range. They update Buyer's 2017 pro forma for Buildings 3 and 4 and the contractor's 2018 estimate to current pricing:

Building. Buildings 3 and 4 as shown in Exhibit A: two three-story buildings totaling 34,726 gross SF and 28,587 rentable SF.

Base construction cost. Kirby Nagelhout Construction 100% schematic design estimate for Building 3, May 2018: $199 per SF for shell and core, priced for a fall 2018 start. Site work and demolition ($192,000) and tenant improvements ($1.5 million) are from Buyer's 2017 pro forma. Land is carried at Buyer's cost of $809,396.

Escalation, 2018 to 2026. Low case: 42%, the change in the Turner Building Cost Index from its 2018 average (1,096) to Q2 2026 (approximately 1,551). High case: 100%, consistent with Buyer's experience that current local pricing for comparable work is roughly double what Buyer paid to build on Re-Plat Parcel 1. The national index does not capture the Hood River labor and subcontractor conditions described in Section 4.3.

Contingency and soft costs. 5% hard cost contingency. Soft costs at 20% of hard costs (design and engineering, permits and system development charges, legal, insurance, leasing commissions, and development management). Construction interest at 8% on a 65% loan-to-cost construction loan over an 18-month build.

Return on cost. 8.0%, the minimum margin over current permanent loan rates near 7% (Section 4.6) that lenders and investors require to finance new speculative construction. Rents are per rentable SF, triple net, with a 7% allowance for vacancy, credit loss, and non-recoverable expenses.

Achievable rent. $18 to $22 per SF NNN, blended across ground-floor light industrial space and upper-floor space limited to accessory office. Buyer's 2017 pro forma assumed $18 for ground-floor industrial space and $30 for upper floors. Portland metro industrial asking rents averaged $0.88 per SF per month NNN ($10.56 per year) in Q2 2026, and business park space $0.96 ($11.52 per year) (Kidder Mathews).

The design does not fit the permitted tenants. Buildings 3 and 4 were designed to a commercial standard: a glulam heavy-timber frame with timber decking, ground-face masonry, vertical cedar siding, aluminum-clad wood windows, and three stories with private and shared decks. About two-thirds of the rentable area (18,866 of 28,587 SF) is on the second and third floors, which suit office users rather than industrial ones. Under the Light Industrial zone and the Waterfront Overlay Zone, those floors are limited principally to office accessory to a light industrial use. The result is a building with the cost of waterfront office space and a tenant base that pays industrial rents. At $20 per SF, the midpoint of achievable rent, Buildings 3 and 4 would support a total project budget of about $6.6 million, or roughly $190 per gross SF. That is less than the 2018 shell-only estimate of $199 per SF, before any escalation, land, site work, tenant improvements, or soft costs.

At current costs, rents, and interest rates, the project does not support its own financing. This is a construction-cost and capital-cost problem, not a reflection of any decline in the value or long-term potential of the waterfront. Buyer remains committed to the site.

6. Buyer's Timeframe

Speculative construction. Under current conditions, Buyer does not expect to commence speculative construction on Re-Plat Parcel 2 before June 7, 2027.

Pre-leased or build-to-suit construction. Buyer is marketing Re-Plat Parcel 2 to light industrial and build-to-suit users. Buyer will commence construction within 12 months after executing a lease or build-to-suit agreement with a qualified tenant for at least 50% of the first building, subject to permitting.

Extension request. Buyer requests that the Parties extend the Section 5.2 commencement deadline by mutual written agreement to June 7, 2030, with annual reporting continuing and all other terms of the Amended Agreement unchanged. Buyer proposes to meet with Port staff before November 30, 2026 to discuss the terms of an extension.

Site maintenance. Buyer will continue to maintain Re-Plat Parcel 2 as a landscaped area in the interim.

7. Sources

Associated General Contractors of America, "Construction Input Costs Climb 7.1 Percent Between July 2025 and July 2026," August 2026; and AGC release of July 15, 2026.

Associated Builders and Contractors, nonresidential construction materials price release, July 2025 (43% above February 2020).

CBRE data as reported by Axios Portland, "Downtown Portland office vacancy rate falls for second straight quarter," July 22, 2026.

Kidder Mathews, Portland Office Market Report, Q2 2026.

Wood Central, "U.S. to Cut Canadian Lumber Duties by 10%, Rate Stays at 35%," April 13, 2026.

Select Commercial, commercial mortgage rate survey, September 2026 (Treasury yield as of July 29, 2026).

City of Hood River, Development Code Update, Phase 2 materials.

Kirby Nagelhout Construction, 100% Schematic Design Estimate Summary, Outpost Building 3, May 1, 2018.

Key Development, Buildings 3-4 pro forma, draft of July 12, 2017.

Turner Construction Company, Building Cost Index, Q1 2026 (historical annual averages), and Q2 2026 release as reported by Construction Dive.

Kidder Mathews, Portland Industrial Market Report, Q2 2026.

Respectfully submitted,

KEY DEVELOPMENT & ASSET MANAGEMENT, INC.

By: /s/ Jeff Pickhardt

Jeff Pickhardt, President

Memorandum

Date: October 16, 2026

Subject: Waterfront Development Progress Report – October 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 October 2026 include:

- Continued coordination with ODOT to support project development and design review. The project team is progressing with the 90% design.
- Continued coordination with the City of Hood River on preliminary design review and land use permitting. Submitted the Site Plan Review application to initiate the City's land use review process.
- Continued coordination with the Economic Development Administration (EDA) regarding a grant amendment needed to align project funding with the anticipated construction schedule.
- Completed an ODOT Striping and Operations Risk Review to evaluate unresolved striping, bicycle accommodation, accessibility, and restoration decisions and their potential effects on project scope, schedule, cost, and maintenance responsibilities.
- Completed development of an ODOT Delivery Strategy Memorandum establishing the project's delivery framework, procurement pathways, ODOT approval requirements, and decision gates needed to advance the project toward construction.
- Updated the project Risk Register to reflect current funding, permitting, right-of-way, procurement, and ODOT coordination risks, and to refine mitigation strategies supporting project readiness and future funding opportunities.

Upcoming Deliverables and Milestones

- Continue coordination with the City of Hood River to support land use review and local permitting requirements during the Site Plan Review process.
- Advance the project toward completion of the 90% design milestone.
- Finalize the Industrial Opportunity Fund (IOF) Grant Amendment, currently under review by Business Oregon.
- Initiate the Statewide Transportation Improvement Program (STIP) amendment following execution of the IOF Grant Amendment.
- Continue coordination with EDA regarding the pending grant amendment request.
- Coordinate with Columbia Area Transit (CAT) to evaluate opportunities for a future transit stop within the project area.

- Advance development of a Port/ODOT Memorandum of Understanding (MOU) to support future jurisdictional transfer of right-of-way segments and define long-term maintenance responsibilities following project construction.
- Continue project readiness activities to position the project for future funding opportunities and construction implementation.

Budget Summaries

WSP Owner's Representative Contract spent is estimated at $361,698 on non-contingent tasks (45%) through July 31, 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	67,811.60	72,739.99	59,540.95	54.99%	4,928.39
2.0	Grant Writing	206,637.39	128,554.92	128,770.71	77,866.68	62.32%	215.79
3.0	Grant Management/Reports	40,890.40	20,569.00	21,953.59	18,936.81	53.69%	1,384.59
4.0	Due Diligence	62,443.84	15,936.10	18,086.47	44,357.37	28.96%	2,150.37
5.0	Port and Agency Coordination	301,363.27	103,305.40	108,468.40	192,894.87	35.99%	5,163.00
6.0	Communications Materials	10,461.89	5,130.55	5,130.55	5,331.34	49.04%	0.00
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	1,957.50	1,957.50	13,042.50	13.05%	0.00
Total		**807,318.98**	**347,755.48**	**361,597.62**	**445,721.36**	**44.79%**	**13,842.14**

KPFF/DKS/Walker Macy Design Contract: Est. $696,235 of $944,840 budget (74%) through August 31, 2026

			Invoice		
	Fee	% Complete	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	64.82	39,165.00	32,347.50	6,817.50
Civil Design Services (ASR 2)	228,345.58	54.50	124,458.23	118,148.23	6,310.00
Traffic Engineering Services (ASR 2)	133,255.75	33.79	45,022.56	41,753.32	3,269.24
Landscaping Design Services (ASR 2)	44,714.25	24.06	10,760.20	10,760.20	0.00
Geotechnical Engineering Design Services (ASR 2)	69,550.85	98.17	68,274.89	62,429.54	5,845.35
Total:	944,840.15	73.69	696,234.60	673,992.51	22,242.09

Risks and Mitigations

1. BUILD grants were not selected for this funding cycle. Replacement funding will be required to advance the project to construction. Continued advancement of design without a defined construction funding strategy could result in schedule delays, cost escalation, and future redesign if project scope must be adjusted to match available funding.

    a. Mitigation: The project team is actively pursuing alternative funding opportunities and will evaluate future BUILD grant cycles as appropriate. Ongoing coordination with project partners will continue to identify funding strategies that support project readiness and timely delivery. Funding decisions will be aligned with key design and delivery milestones to reduce the potential for redesign or schedule impacts.

2. Environmental approvals, particularly Section 106 compliance and NEPA review, remain a schedule risk. Ongoing coordination with the EDA regarding the revised project scope could delay issuance of the revised Categorical Exclusion (CatEx) and, consequently, the obligation of federal grant funds. Additionally, if Oregon SHPO or consulting parties dispute the current No Adverse Effect determination, additional consultation or design modifications may be required.

    a. Mitigation: The project team continues to coordinate closely with EDA on environmental compliance requirements and project next steps. EDA has confirmed that revised consultation letters reflecting the updated project scope have been distributed to Tribes and Oregon SHPO; responses are currently pending.

3. Recent ODOT comments indicate that restriping of the bridge and associated approaches, a new striped bike lane, and expanded pavement restoration may be required as part of the project. Expanded requirements could affect project scope, schedule, and cost.
    a. Mitigation: The project team is coordinating with ODOT to clarify striping requirements, applicable approval processes, and the basis for the requested design changes. Discussions will focus on determining whether the proposed modifications can be addressed as a maintenance-level restriping effort or require formal review and approval through ODOT's design and traffic engineering processes. Early coordination will help define project expectations and minimize potential schedule impacts.

4. Project schedule and costs may be affected by delays in obtaining ODOT right-of-way approvals and other required third-party agreements. Extended review timelines could also contribute to construction 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 project team will continue coordinating with ODOT to address agency review comments, resolve outstanding design and striping requirements, and advance the project toward the 90% design milestone. Coordination with the City of Hood River will continue to support local permitting and land use approvals, including review of the recently submitted Site Plan Review application.

The team will also continue working with the EDA to facilitate review and approval of the pending grant amendment and advance environmental compliance activities necessary to support future grant obligations. Coordination with Tribes, Oregon SHPO, and other consulting parties will continue as needed to support completion of the Section 106 process. To support project funding and implementation, the project team will continue evaluating and pursuing grant and funding opportunities while advancing project readiness activities. Additionally, the team will continue coordinating with ODOT on right-of-way and jurisdictional issues, including development of a framework for future right-of-way transfer and maintenance responsibilities.

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Marina EW Redevelopment

Community Open House — What We Heard + Next Steps

To: Port of Hood River
From: CMLK Development Corporation / GBD Architects
Date: October 2026
Re: October 6, 2026 Public Open House – Summary of Community Input



Purpose

CMLK Development and GBD Architects hosted a public open house on October 6, 2026 to gather community input regarding the potential redevelopment of the Marina EW site. The event included boards addressing existing conditions, site access, waterfront circulation, preliminary massing, character and materials, and public-realm opportunities, along with written comment cards and dot-voting exercises. Approximately **22 people signed in, representing residents, marina and waterfront users, youth sailing interests, adjacent businesses and other community members**.

The feedback is intended to document what was heard and identify issues for further study. It does not represent a commitment to a particular design outcome.

Outreach + Participation

Bilingual notice for the open house was distributed on September 15 and 29 through the Port of Hood River's email list and website, direct outreach to marina tenants, adjacent businesses, and waterfront user groups. CMLK Development and GBD Architects also supplemented outreach through their own networks:

- **918 business and professional contacts** received direct notice.
- GBD and CMLK promoted the event to a combined **social media audience of approximately 4,670 followers**.

Overall Takeaway

The overall response to redevelopment—and specifically to a hotel or hospitality use—was generally positive. Participants recognized the opportunity to create more year-round economic activity, jobs and activity at the eastern end of the waterfront.

At the same time, there was a consistent message that development should feel like an extension of Hood River's public waterfront, not a private hotel enclave. The strongest themes were maintaining public access, creating more opportunities for people to engage directly with the waterfront, supporting existing marina and small-craft recreation, addressing parking and traffic realistically, coordinating with the future bridge project, and creating architecture and public spaces appropriate to this highly visible waterfront location.















WHAT WE HEARD

1. Keep the waterfront public and improve access to the water

Public access was one of the clearest priorities. Participants want the Waterfront Trail, marina edge, dinghy dock and surrounding open spaces to remain visibly and functionally public. There was also interest in creating more opportunities to move from the trail directly to the water, including access for kayaks, paddleboards and other non-motorized watercraft.

2. Support marina and small-craft recreation

Waterfront users emphasized protecting and improving existing boating and recreation activities, including youth sailing, dinghy-dock access and small-craft use.
Participants supported ideas such as publicly accessible kayak, paddleboard and canoe storage, improved launch access, and better integration of existing boathouse and dock infrastructure. Boat-storage and simple boathouse precedents received strong support in the dot-voting exercise.

3. Create an active, public-facing ground floor

There was substantial interest in retail, food-and-beverage and other commercial uses that would bring people to the waterfront throughout the day. Participants envisioned more than a hotel: they want places where locals, visitors, boaters and trail users can eat, drink, gather, shop and spend time.

4. Provide a credible parking plan

Parking was one of the most frequent practical concerns. Participants want assurance that hotel and commercial parking will not displace parking needed for the marina, boat ramp, Marina Green or recreation.

5. Address the bridge replacement directly

Several attendees asked how the Hood River–White Salmon Bridge replacement could affect traffic, access, construction timing and the Marina EW project.

6. The hotel concept was generally supported, but needs more definition

Most questions focused less on whether a hotel belongs on the site and more on its scale and execution: room count, height, massing, parking, ground-floor uses and construction timing.

7. Keep the architecture simple, natural and appropriate to Hood River

The strongest aesthetic preferences favored natural materials, restrained Pacific Northwest architecture, simple forms, strong indoor/outdoor relationships and buildings that frame rather than dominate waterfront views.

8. Create amenities for locals as well as visitors

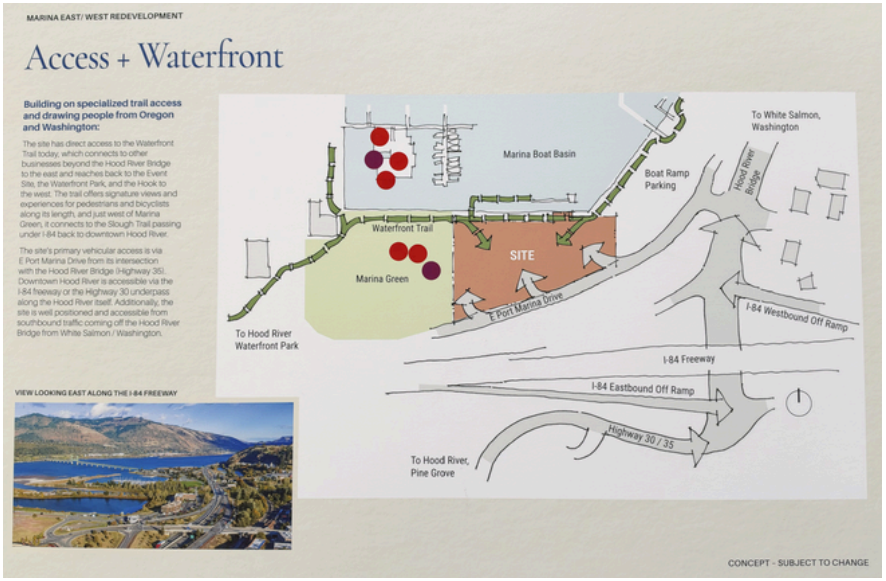
Participants repeatedly emphasized that the site should give local residents reasons to visit year-round. Ideas included food and beverage, retail, waterfront seating, gathering spaces, recreation amenities, storage and launch facilities.

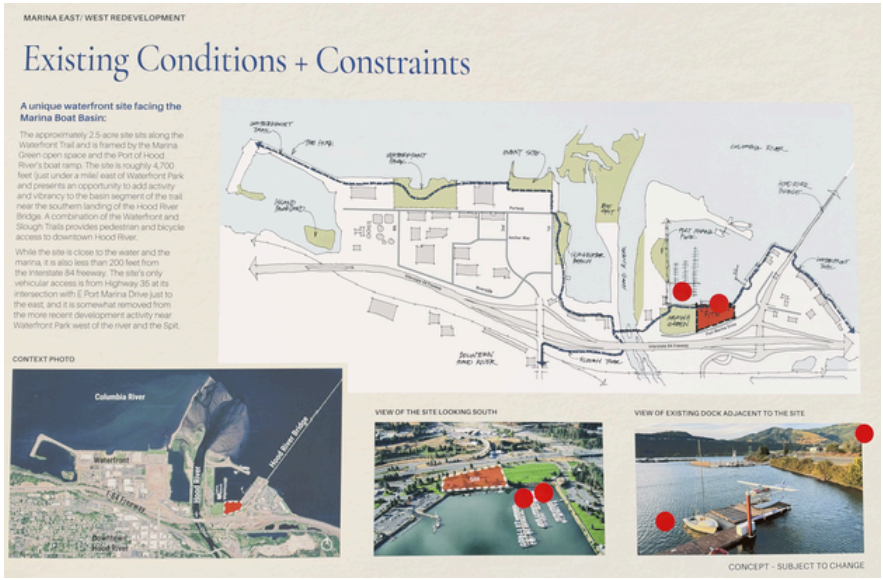
9. Economic activity is a benefit, but the public benefit should be clear

Participants generally recognized the potential for increased employment and economic activity while maintaining the site's recreational and public-waterfront role.

In summary, attendees of the open house are interested in:

A publicly accessible waterfront development with hospitality as an economic anchor, active ground-floor uses for the broader community, and stronger physical connections between the trail, marina and water.





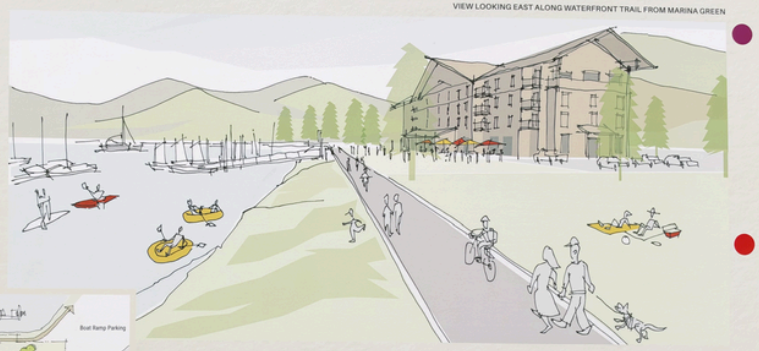
Site Plan + Massing

A new eastern activity anchor along the Waterfront Trail:

The development concept is a 4-story building facing the marina that adds "eyes on the park" for the Marina Green open space. The ground floor would incorporate active uses that could spill out from interior spaces, helping activate the Waterfront Trail and Marina Green.

The site is zoned C-2 (similar to downtown Hood River), which allows higher densities and a range of uses, including office, commercial, or retail. The building's design would incorporate Pacific Northwest qualities, such as gabled roof forms, ample windows for daylight, and the use of wood.

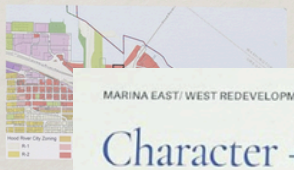
VIEW LOOKING EAST ALONG WATERFRONT TRAIL FROM MARINA GREEN



CONCEPTUAL SITE PLAN



EXCERPT FROM THE HOOD RIVER ZONING MAP



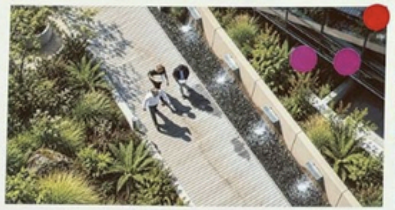
MARINA EAST/ WEST REDEVELOPMENT

Character + Materials











CONCEPT - SUBJECT TO CHANGE

Appendix

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MARINA EAST / WEST CONCEPT OPEN HOUSE — SIGN IN

October 6, 2026 | Hood River County Library Meeting Room

Optional: Provide an email address if you would like to receive future project updates.

Name	Email	Organization / Neighborhood (optional)	Updates?
Jo Ann Askins	joannstack@gmail		☑
Emily Curtis	ecurtis@portofhoodriver.com	POHR	☐
NANCY Roach	nancyacoach@gmail	N/A	☑
Susan Frachlich	SusFrog@gmail - Enant		☑
CHRISTIN COUVREUX	christin.couvreux@gmail.com	Hood River Y.C. gorge sailing	☑
Bill + Patti Munk	wpmunk@gmail		☐
Jane Raymond	stylesisterstudio@yahoo.com		☐
Kathy Richards			☐
Tamara Shannon	eaglett777@gmail.com	HROCC	☑
Pepi/Erica Gerald	Scrapcat@Purestbluespace.com		☐
Josh Channell	shua98@yahoo.com		☐
T R BIEKER		POHR	☐

Thank you for participating.

MARINA EAST / WEST CONCEPT OPEN HOUSE — SIGN IN

October 6, 2026 | Hood River County Library Meeting Room

Optional: Provide an email address if you would like to receive future project updates.

Name	Email	Organization / Neighborhood (optional)	Updates?
Melissa Sutton	melissasutton8@gmail.com	Gorge Community Sailing	☐
Andy McElderry	mcelderryandrew1@gmail.com	HROCC	☐
Charlie Cannon	charliekcannon@gmail.com	Tenant Port Marina	☑
Patti Tessmer	ptessmer@me.com	Tenant Port Marina	☑
Kate McBride	katemcbride72@gmail.com	citizen	☑
Tracey Tomashpol	informhoodriver@gmail	Inform HR	☑
Brian Carlstrom	hoodriverbrian@gmail.com	citizen	☑
JON BOWEN	jbowen.maps@gmail.com	citizen	☑
Suz Burd	burdsuz@gmail.com	HROCC	☑
HAGEN KENNECKE	FRITZKENNECKE@GMAIL		☒
			☐
			☐

Thank you for participating.

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

Were is it going to be?

2. Which character or material images resonate most with you, and why?

The biking one with water.

3. What is one thing this project should definitely include?

A hot tub.

Name / email (optional):

talk to port office Megan or Kevin

all ~~OA~~ by Marina

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

~~old DMV~~/ DMV chamber

October 6, 2026

1. What concerns or questions do you have?

Piecemealing the Port area

I have a lot more comments about the area West of Hood River, Nichols Basin + West

2. Which character or material images resonate most with you, and why?

the Bike/Ped trail being intact

3. What is one thing this project should definitely include?

Name / email (optional):

eaglett777@gmail.com

Tamara Shannon

please keep us in the loop on the Relocation of First Street + Planning Options for HROCC boat house

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

Introducing businesses that create employment that is sustainable for the current cost of living in H/R

2. Which character or material images resonate most with you, and why?

How can this support the existing marina community (ie - Hood River Yacht Club). or sailing & kite schools.

3. What is one thing this project should definitely include?

* Access for community members, and not being too reliant on tourism from out of town
* How can this enhance local water users ability to enjoy & benefit w/o losing local access.

Name / email (optional):

Pepi Gerald

* very lukewarm on Hotel concept. Not against, but it is difficult to understand the benefits to the community. ~~It will not be able to~~

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

was hoping to see the three concept designs

2. Which character or material images resonate most with you, and why?

as long as the waterfront trail is not interrupted, I am ok w/ any design

3. What is one thing this project should definitely include?

* amenities for both tourists and locals
3 story hotel, food court, restaurants are good

Name / email (optional):

Kate McBride

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

Conceptual site plan - I like the green space connection to the waterfront but the building is pushed so far south that it results in a lot of parking adjacent to the green - the green needs to be better activated and I think putting a lot of parking along it will limit its potential.

2. Which character or material images resonate most with you, and why?

Material selection that resonates with its environment - timber, water, rock, expansive views, trails/pathways w/ trees and vegetation

3. What is one thing this project should definitely include?

a public small vessel launch (kayak, paddle, single person small sailboat); exceptional non-auto transportation access to link to waterfront + town by bike, bus, on foot.

Name / email (optional):

shua98@yahoo.com / Josh Channell

Renata

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

Will it be a hotel?

2. Which character or material images resonate most with you, and why?

The place where a heart flag is.

3. What is one thing this project should definitely include?

Paint it pink!!!

Name / email (optional):

Renata Munk

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

What problem are you addressing?

2. Which character or material images resonate most with you, and why?

Natural materials / Ped Friendly

3. What is one thing this project should definitely include?

Keep it walkable / bikeable and inviting / Quaint

Name / email (optional):

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

HOW WILL THIS MESH WITH THE NEW BRIDGE - NOISE, ETC.

TRAFFIC VOLUME / ROUTING - THE INTERSECTIONS, ETC. - NEEDS TO BE PED / BIKE FRIENDLY + ALLOW ACCESS TO BEACH.

2. Which character or material images resonate most with you, and why?

SCALE OF BUILDING - HEIGHT + MASS. PLEASE NOT MODERN 2 OR 3 STORIES.

3. What is one thing this project should definitely include?

Name / email (optional):

NANCYAROACH@GMAIL.COM

NANCY ROACH

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

I think the Bridge should be completed before any plans developed — Bridge plans should be very clear BEFORE the marina developed.

2. Which character or material images resonate most with you, and why?

3. What is one thing this project should definitely include?

Community input — this is one area that should involve (all stakeholders.) Boathouses should be reconsidered as it is very costly to take them out - very costly to put something else in AND they pay permanent rent. Pretty them up to be part of the marina- like Vancouver, Copenhagen, Netherlands.

Name / email (optional):

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

① how will access to private dock for dinghies be maintained? this is essential for large community sailing activities!

2. Which character or material images resonate most with you, and why?

- simple, natural materials

3. What is one thing this project should definitely include?

① maintaining access (including adequate parking for loading/unloading) to private dock for dinghies. Note: this access must be locked. Consider improvement of existing dinghy dock to improve aesthetics.

Name / email (optional):

Melissa Sutton melissasutton8@gmail.com

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

going to take too long to build.

2. Which character or material images resonate most with you, and why?

brick, rocks, timbers

3. What is one thing this project should definitely include?

a whole clean-up fresh-up of that whole spit, make it a distinctly different vibe so it feels like you're going to another neighborhood

Name / email (optional):

JB

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

1- No problem + Support project

2- Is this the reason the Port wants to demolish the boat houses? They have a "vision" but will not share it.

2. Which character or material images resonate most with you, and why?

The transitional design has a great water front feeling

3. What is one thing this project should definitely include?

The history of the Marina, historic boat houses and open space to the East

Name / email (optional):

Patti Tessmer ptessmer@me.com

3rd noted in a stripe sustainable ???

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have? How does new bridge impact this?

Density of vehicles, 4th of July

marina green use for all → lost parking for soccer frisbee, play use by giving all the land to ~~the~~ this sin

2. Which character or material images resonate most with you, and why?

Relaxed quality. Cafe energy preferred ~~for shorter visits.~~

3. What is one thing this project should definitely include?

Community gathering, better access for sailing community to dingy dock

Name / email (optional):

Erica Gerald

~~Prefer~~ a yacht club ~~here~~ type ~~or~~ ~~3rd~~

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

I think it's important to maintain access to small boat sailing and the dinghy dock. It plays a large part in community and youth access to small boats. That space could be improved with a larger ramp, more docks, but would still need security and ideally vehicle access even if temporary/ loading zone

2. Which character or material images resonate most with you, and why?

I think wood and metal characteristics/materials suit the space better than something like a brick building.

3. What is one thing this project should definitely include?

Community space for water recreation groups no sauna needed - space is limited already in the marina

needs to keep dinghy access as is or improve it

Name / email (optional):

Christin Courreux christin.courreux@gmail.com
Hood River Yacht Club & gorge sailing center treasurer

Ample Parking for the boat ramp and marina green are also a concern, as both can be full on summer weekends or in fishing season

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

Why not integrate an improved boathouse dock into the plan

2. Which character or material images resonate most with you, and why?

Prime waterfront deserves prime design and there are some great ideas here.

3. What is one thing this project should definitely include?

Protection from the Port welching on any deal the developer/Port make.

Name / email (optional):

Steve Tessmer

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

(1) Keep it dark sky compliant (2) How much fits on to a 2.6 acre site w/o feeling crowded? (3) Don't build too high + ruin the view of the river!

2. Which character or material images resonate most with you, and why? Also Liked the photo with open glass ~~doors~~ + tall windows plus wood

I liked the picture of the biker on the trail. Liked the proximity to water plus access for bikes along w/ walkers, etc.

3. What is one thing this project should definitely include?

Amenities or features that can be appealing year-round & are appealing to local families & tourists too. Also the bldg materials should reflect the natural beauty of forest + water and not detract. (I guess that's > 1 thing...)

Name / email (optional):

Tracey Tomashpol

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

2. Which character or material images resonate most with you, and why?

character + materials depend on type & and purpose of the structure.

3. What is one thing this project should definitely include?

Public access is really important as well as revenue - so creating a public space (medium-size event space) that might not be available elsewhere. There is lodging available elsewhere, but creating a distinctive space (ie, nothing like it available in town) would be good.

Name / email (optional):

Bill Munk

MARINA EAST / WEST CONCEPT OPEN HOUSE — COMMENT CARD

October 6, 2026

1. What concerns or questions do you have?

_____

_____

2. Which character or material images resonate most with you, and why?

_____

_____

3. What is one thing this project should definitely include?

_____

_____

Name / email (optional):

_____

Commission Memo

Prepared by: Kevin Greenwood, Executive Director
Date: October 20, 2026
Re: Concurrence with 6(f) Conversion Approach

DISCUSSION

As outlined in the preceding presentation, the Hood River–White Salmon Bridge Authority proposes substantially reducing the Section 6(f) conversion area associated with the bridge replacement project. The revised approach limits permanent conversion to the bridge right-of-way within the existing Land and Water Conservation Fund boundary, while excluding temporary construction easements, subject to regulatory approval.

This represents a significant improvement over earlier proposals, minimizing permanent impacts to Port recreational property while facilitating advancement of the bridge replacement project. Staff recommends Commission concurrence with the proposed approach for review by the Oregon Parks and Recreation Department and National Park Service. Final property boundaries, conveyances, easements, and maintenance responsibilities will remain subject to further coordination and any required Commission approvals.

RECOMMENDATION:

MOTION to concur with the proposed Section 6(f) conversion approach presented by the Hood River–White Salmon Bridge Authority and support its submission to the Oregon Parks and Recreation Department and National Park Service for review, with the understanding that final property boundaries, ownership interests, easements, and maintenance responsibilities remain subject to further coordination and any required Commission approvals.

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Commission Memo

Prepared by: Kevin Greenwood, Executive Director
Date: October 20, 2026
Re: Proposed IGA with the HRWSBA for Inspection and Monitoring Activities

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DISCUSSION

As outlined in the preceding presentation, the Hood River–White Salmon Bridge Authority has requested an intergovernmental agreement (IGA) authorizing HNTB and its approved subconsultants to conduct inspections, monitoring, and related activities on the existing bridge in support of the upcoming test pile program.

The draft IGA remains under legal, insurance, and administrative review. Given HNTB's planned November activities, staff recommends conditional approval of the agreement, authorizing the Executive Director to execute the final document following satisfactory completion of those reviews.

RECOMMENDATION: MOTION to approve the proposed IGA with the Hood River–White Salmon Bridge Authority for existing bridge inspection and monitoring activities associated with the Test Pile Program, and authorize the Executive Director to execute the final agreement following satisfactory legal, insurance, and administrative review.