

Port of Hood River Commission
Meeting Minutes of April 23, 2024 Regular Session
Via Remote Video Conference & Marina Center Boardroom
5:00 p.m.

THESE MINUTES ARE NOT OFFICIAL until approved by the Port Commission at the next regular meeting.

Regular Session

PRESENT: Commissioners: Kristi Chapman, Heather Gehring, Ben Sheppard, Mike Fox, and Tor Bieker. **Staff:** Kevin Greenwood, Debbie Smith-Wagar, Daryl Stafford, Ryan Klapprich, and Patty Rosas. **Guests:** Josh Coombs, Mike Howard, Judy Newman, John Benton, Rob Gilchrist, Russ Paddock, Jeff Renard, Terry Brandt, Claudia Munk-von Flotow, and Mark Hickok.

ABSENT: None

MEDIA: None

1. **CALL TO ORDER:** President Kristi Chapman called the meeting to order at 4:52 p.m.
2. **EXECUTIVE SESSION:** President Kristi Chapman recessed Regular Session at 4:52 p.m. to call the Commission into Executive Session under ORS 192.660(2)(e) to conduct deliberations with persons designated by the governing body to negotiate real property transactions.
3. **RECONVENE REGULAR SESSION:** The Commission was called back into Regular Session at 5:13 p.m. No action was taken as a result of Executive Session. Commissioner Chapman proceeded with Public Comment.
 - a. **Public Comment:**
 1. **Josh Coombs**, White Salmon Resident, commented that he is working on the hangar project with Aircraft Storage, LLC (“developer”) at the Ken Jernstedt Airfield (“airport”). Coombs emphasized his intention to invest in the airport and collaborate on the best site plan.
 2. **Judy Newman**, Hood River Resident, disagrees with the chosen location of the proposed hangars at the airport. Newman noted that the proposed placement on the North side is the best location for an administration building. Additionally, Newman raised concerns about mezzanines at the airport and cautioned against allowing this.
 3. **John Benton**, Hood River Resident, expressed the importance of continuity and adhering to the established plan for airport development.
 4. **Rob Gilchrist**, White Salmon Resident, commented that he is also involved in the hangar project with Josh Coombs. Gilchrist, a dedicated member of the local community, expressed his desire to see a successful airport. He emphasized that there are no ulterior motives to disrupt existing plans and stressed the importance of reaching consensus among all stakeholders.
 5. **Russ Paddock**, Hood River Resident, sought clarification on why the proposed location for the hangars at the airport does not align with the master plan. Paddock noted that the proposed location was originally designated for a terminal building.
 6. **Terry Brandt**, Hood River Resident, noted that the main goal is to enhance the airport, with a focus on the terminal building for public access. He stressed the importance of following the master plan, which suggests relocating the terminal to the north side for accessibility. Additionally, he highlighted the need for the Port to control leasing for oversight. Brandt also advocated for preserving hangar areas and exploring options like an airport district. Overall,

he emphasized the ethical duty to honor commitments and maintain control over critical infrastructure.

b. Modifications, Additions to Agenda:

1. Add Consent Agenda Item 4(m) – Operations Agreement
2. Modify Consent Agenda Item 4(h) – to allow for legal review

4. CONSENT AGENDA:

- a. Approve Minutes from the April 9, 2024 Spring Planning & Special Meeting
- b. Approve Resolution No. 2023-24-16 Adopting Findings for Sole Source Procurement
- c. Approve Master Service Agreement with PSquare for Tolling System Support
- d. Approve Contract with Pauly, Rogers and Co. for Audit Services
- e. Approve Contract with Hood River Security for Security Services
- f. Approve Communications Contract with Goss Creative Not to Exceed \$20,800
- g. Approve Contract with HRK Engineering for Parking Lot Design Not to Exceed \$50,000
- h. Approve Work Order No. 2 and 3 with Anne Medenbach for Leasing Services
- i. Approve Resolution No. 2023-24-17 for Executive Director Authorization
- j. Approve Addendum No. 2 to Lease with Crestline in Suite 200 in Marina #1 Building
- k. Approve Resolution No. 2023-24-19 Designating Credit Card Signer with Umpqua Bank
- l. Approve Accounts Payable to Beery Elsner & Hammond LLP in the Amount of \$8,904.10
- m. Approve Operations Agreement with Hood River Soaring at the Airport

Motion: Move to approve Consent Agenda by removing (m) but amending it to allow a 60-day extension and amending item (h) to allow for legal review.

Move: Bieker

Second: Fox

Discussion: Commissioner Tor Bieker requested time to review Consent Agenda item 4(m). There was consensus to extend the Operations Agreement for 60 days to allow time to make any necessary adjustments.

Vote: **Ayes:** Chapman, Gehring, Sheppard, Fox, and Bieker

MOTION CARRIED

5. INFORMATIONAL REPORTS:

- a. **Review Spring Planning Directives** – No Discussion
- b. **Bridge Replacement Project Update** – No Discussion

6. PRESENTATIONS & DISCUSSION ITEMS:

- a. **HR Parks & Recreation Upcoming Ballot Funding Measure** – Mike Howard from Hood River Parks and Recreation presented two ballot measures for the May 2024 election: a General Obligation Bond ("bond") and an Operational Levy ("levy"). If the \$72 million bond passes, the tax revenue would fund the construction of a new pool, parks, and trails. If the \$0.43 levy passes, it would cover operational costs and maintenance. A discussion followed regarding the ballot measures.
- b. **Ken Jernstedt Development MOU** – Kevin Greenwood, Executive Director, led a group discussion on the proposed hangar development at the airport. Jeffrey Renard, former general manager at the airport and current manager at the Columbia Gorge Regional Airport (CCGRA), shared successful strategies implemented at CCGRA and provided his recommendation for the hangar development at the airport. Subsequently, a discussion ensued, during which the suggestion was

made to explore alternative funding opportunities and potential grants to facilitate the development of the north ramp area. Concerns were expressed regarding the long-term commitment to the developer, and its potential implications for future development prospects.

After thorough deliberation, and with reference to the diagram of the proposed hangars (page 172 in the packet), the Commission arrived at a consensus to retain 200 feet of the northwest pad (site A and half of B) under Port control. Furthermore, in the event of an agreement between WAAAM and developers, a reconfigured layout of B (from north to south) is to be permitted, as well as allowing hangar development on the east side (C & D). Developers are required to finance "off-site" improvements, including those mandated by the county and fire department, and to adhere to standardized sub-lease language derived from Port leases.

- 7. EXECUTIVE DIRECTOR REPORT:** Greenwood recognized the Port facilities crew for their involvement with the deck welding project. Almost 7,800 welds were completed from state to state in both lanes. Ryan Klapprich, Facilities Manager, reported that plans are underway to install a scale at the event site to redirect overweight trucks crossing the bridge. Trucks will be pulled off the freeway, targeting southbound traffic from the bridge and monitoring both sides of I-84 for enforcement. Though most traffic comes from the north, targeting a few trucks crossing the bridge is expected to prompt route changes. Safety measures are being evaluated between the event site and Lot 1, ensuring ample space for trucks to be weighed safely without obstructing buses.

Additionally, Greenwood noted that the Oregon Department of Transportation (ODOT) responded with pushback on the roundabout project, prompting staff to regroup and determine next steps. An update was provided on the lift span policy. Greenwood will follow up with the Portland Yacht Club and finalize the requirements to implement the lift span policy before the next Board meeting. Furthermore, the Commission discussed workforce housing at Lower Mill and reached a consensus not to pursue this option, opting instead to explore other alternatives.

Lastly, Commissioner Fox noted that Hood River-White Salmon Bridge Authority (HRWSBA) met with bridge experts and concerns were raised about the foundation on the Oregon side not being anchored on solid rock. It is crucial to proceed cautiously during construction of the new foundation to avoid triggering liquefaction on the current bridge. Options are being considered and the issue is being closely monitored.

- 8. COMMISSIONER, COMMITTEE REPORTS:** None

9. ACTION ITEMS:

- a. **Approve Resolution No. 2023-24-18 Waterfront Recreation Policy.**

Motion: Move to adopt Resolution No. 2023-24-18 setting waterfront recreation development and concession permits with noted change to Section 3, Zone 3.

Move: Sheppard

Second: Bieker

Discussion: The Commission requested to add "No new business development for this area" to Section 3, Zone 3 of the policy.

Vote: **Ayes:** Chapman, Gehring, Sheppard, Fox, and Bieker

MOTION CARRIED

10. COMMISSION CALL/UPCOMING MEETINGS:

- a. Commissioner Bieker noted that if plans for the hangar development at the Airport fall through, the developer will explore other options with the county, potentially including development on the south side of the airport.

11. CONFIRMATION OF DIRECTIVES:

- a. Follow up with stakeholders regarding the new proposed layout for the hangars and associated conditions.
- b. Follow up with the Portland Yacht Club and finalize the requirements to implement the lift span policy before the next Board meeting.
- c. Update waterfront Recreation Policy to include “No new business development for this area” to Section 3, Zone 3 of the policy.


12. ADJOURN: The meeting was adjourned by unanimous consent at 7:14 p.m.

ATTEST:

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Kristi Chapman, President

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Michael Fox, Secretary