



PORT OF HOOD RIVER
REGULAR SESSION

Tuesday, February 17, 2026, at 5:00 PM
Port Conference Room
1000 E. Port Marina Drive, Hood River

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

AGENDA

1. **Call to Order** – 5:00 PM
 - a. Modifications, Additions to Agenda
 - b. Public Comment (5 minutes per person per subject; 30-minute total limit)

2. **Consent Agenda**
 - a. Approve Minutes from the January 20, Regular Session (*T. Kendall, Pg. 1*)
 - b. Approve Res. No. 2025-26-15 Appointing Jonathan Tillman & Judy Newman to the Budget Committee (*D. Smith-Wagar, Pg. 7*)
 - c. Approve Marina East/West RFDI (*M. Channell, Pg. 11*)
 - d. Approve Notice of Cancellation of HRSO Marine IGA for additional services (*D. Stafford, Pg. 45*)
 - e. Approve Accounts Payable to Beery, Elsner & Hammond, LLP (*D. Smith-Wagar, Pg. 51*)
 - f. Approve Resolutions Codifying Commission Committees (*K. Greenwood, Pg. 55*)
 - g. Authorize Closing Documents of 200 Wasco Ct. (*A. Rose, Pg. 63*)

3. **Informational Reports**
 - a. Monthly Financial Report (*D. Smith-Wagar, Pg. 67*)

4. **Presentations & Discussion Items**
 - a. pFriem Annual Update, Rudy Kellner (*A. Rose, Pg. 77*)
 - b. ACEC Project of the Year Award Video (*K. Greenwood, Pg. 83*)
 - c. Hood River Confluence Feasibility Study, Hood River Watershed Group (*K. Greenwood, Pg. 91*)

5. **Executive Director Report** (*K. Greenwood, Pg. 101*)

6. **Commissioner, Committee Reports**

7. **Action Items**

8. **Commission Call/Upcoming Meetings**
 - a. Upcoming Meetings:
 1. Regular Session – March 17th, 2026
 2. Regular Session – April 21st, 2026
 3. Spring Planning – April 21st, 2026
 4. Regular Session – May 19th, 2026

9. Possible Action

10. Adjourn

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

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

REGULAR SESSION

PRESENT: Commissioners: Heather Gehring, Ben Sheppard, Tor Bieker, and Kathryn Thomas (via Zoom). **Staff:** Kevin Greenwood, Daryl Stafford, Debbie Smith-Wagar, Amanda Rose, Megan Channell, and Tia Kendall. **Guests:** Jaime Mack, White Salmon Resident; Linda Maddox, Hood River Resident; Scott Reynier, Columbia River Insurance; Gretchen Goss, Gretchen Goss Creative; Jeff Renard, Aviation Management Services (via Zoom); Paul Schmidtke, KPFF (via Zoom); and Daniel Spatz, Columbia Gorge News (via Zoom).

Excused: Commissioner Kristi Chapman

1. CALL TO ORDER: President Heather Gehring called the meeting to order at 5:01 p.m.

a. Modifications, Additions to Agenda:

1. Add written public comment letter from Gorge Sail Ventures to the record.

b. Public Comment:

1. **Jaime Mack**, White Salmon resident, is a slip holder in Hood River. She represents Gorge Junior Sailing and Hood River Yacht Club. She has concerns about safety with talks of larger vessels entering the Marina. She also has concerns about the environmental impact of larger vessels entering the Marina. She brought attention to Rule 9 of the US Inland and Navigation rule and how that would apply in the Marina.
2. **Linda Maddox**, Hood River resident, expressed concerns about the cost of the Airport Terminal Building Project. She praised the Marina Basin Survey results and brought up the key issues she noted more public access, more boat slips and the importance of aesthetics. Lastly, she has concerns about large vessels entering the Marina.

2. CONSENT AGENDA:

- a. Approve Minutes from the December 19, 2025 Boat House Work Session
- b. Approve Minutes from the December 19, 2025 Regular Session Meeting
- ~~c. Approve Res. No. 2025-26-10 Authorizing EDA Grant Application for Terminal Project~~
- d. Approve Res. No. 2025-26-11 Opting In to Recreational Immunity Protections
- e. Approve Accounts Payable to Beery, Elsner & Hammond, LLP

Motion: Move to approve the Consent Agenda except for item C, which will be moved to Action Items.

Move: Thomas

Second: Sheppard

Discussion: Commissioner Kathryn Thomas requested to move Consent Agenda item C to Action Item F.

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

Excused: Chapman

MOTION CARRIED

3. INFORMATIONAL REPORTS:

- a. **Monthly Financial Report-** Commissioner Thomas inquired about what percentage of the year the report is through, Finance Director, Debbie Smith-Wagar confirmed that the reports are through 41.67% (5/12ths) of the year for all revenue and expenses. Commissioner Thomas inquired about multiple footnotes that appeared in the Monthly Financial Report. Smith-Wagar clarified the information and explained it in more detail. Commissioner Thomas asked for clarification on the

City of Hood River reimbursing the Port for sewer and stormwater easements. Executive Director, Kevin Greenwood explained that the Port and the City are working together to improve parking at the Big 7 Building as part of granting the City of Hood River two utility easements. Smith-Wagar explained a piece of the financial report that was regarding a Personal Employees Retirement System (PERS) buy down that resulted in lower rates for PERS.

- b. **2025 Annual Report of the Board of Commissioners-** No Discussion.

For the Record: The 2025 Annual Report has been filed with the Commission pursuant of ORS 777.140(2).

4. PRESENTATIONS & DISCUSSION ITEMS:

- a. **Marina Survey Results-** Thomas inquired about the staff's opinion on the environmental concerns that arose from the survey. Waterfront Coordinator, Megan Channell explained that environmental concerns arose around the question regarding use of the commercial dock, specifically the Sternwheeler. Channell explained that environmental concerns were the second overall consideration that was identified. In the survey comments, Channell noted that marine environmental/habitat safety, air quality and other recreational uses of the marina and river channel were identified as environmental concerns.

1. **Cruise Ship Dock Discussion-** Commissioners Heather Gehring, Ben Sheppard and Thomas all expressed concerns about the possible Sternwheeler vessel entering the Marina. The concerns that arose had to do with safety, exclusive use of the Marina, the procedures regarding the vessel entering/exiting the Marina, and environmental concerns- specifically air quality. Commissioner Tor Bieker agreed with the staff's proposal of a short-term agreement but wants to confirm that there are proper procedures in place for the vessel. Sheppard inquired about the vessel using the outside dock, rather than the commercial dock inside the Marina. Waterfront Coordinator, Daryl Stafford explained that the vessel is not set up to use the outside dock. Stafford has spoken with other ports that have long-term agreements with cruise lines and there are many ways to forward. One key difference between our Port and others is that we have recreation tied in, whereas other ports do not have it right next to their docks. Stafford explained that she will go forward with the short-term agreement and add the topic to future planning sessions. Channell added that they will do additional research on the US Inland and Navigation Rule 9.

2. **Marina East and West- Update on Request for Developer Interest-** Sheppard noted that there was too much alluding to residential building and that in previous years he has been cautioned against residential buildings on Port property. Commissioner Thomas wants to look at all the Ports projects more holistically and streamline the projects together. Channell explained that with the Master Plan, the Marina Stakeholders conversation, and the Request for Development Interest, it would create an information gathering and non-binding process for the Port to decided what would best fit. Bieker cautioned about putting too many parameters up front for the Request for Developer Interest, so that we can receive a wide range of proposals to review.

5. **DIRECTOR REPORT:** Greenwood brought attention to the Hood River Watershed Group letter and recommended that they should be invited to present at an upcoming meeting. Greenwood provided details about the Strategic Business Plan grant, they will now allow for us to go up to \$50,000. Greenwood provided an update on the insurance claim; we have spent less than \$15,000 on legal costs, which is less than the original proposal and there has been forward movement towards the settlement agreement. Greenwood updated the commissioners on the negotiations with the Bridge Authority for the use of Port land and what to expect as they move forward.

6. COMMISSIONER, COMMITTEE REPORTS:

- a. **Commissioner Bieker** and Commissioner Thomas attended the Airport Advisory Committee meeting in the prior week. Bieker wanted the Commission to note that at the end of June the current 5-year contract with the fixed base operator at the Ken Jernstedt Airfield will be expiring. Airport Manager, Jeff Renard is working on filling that role in the coming months. Bieker recapped that during the Airport Advisory Meeting, time was spent discussing the coexistence of powered and glider aircrafts.

7. ACTION ITEMS:

- a. **Approve Resolution No. 2025-26-12– Adopting the Organizational Restructure**

Motion: Move to approve Resolution No. 2025-26-12 Adopting the Organizational Restructure.
Move: Bieker
Second: Sheppard
Discussion: None
Vote: **Ayes:** Gehring, Sheppard, Thomas, and Bieker
Excused: Chapman
MOTION CARRIED

- b. **Approve Resolution No. 2025-26-13 Authorizing A Budget Adjustment**

Motion: Move to approve Resolution No. 2025-26-13 Authorizing a Budget Adjustment.
Move: Bieker
Second: Sheppard
Discussion: None
Vote: **Ayes:** Gehring, Thomas, Bieker and Sheppard
Excused: Chapman
MOTION CARRIED

- c. **Approve Chubb Bridge Insurance Policy for 2026**

Motion: Move to approve the Chubb Bridge Insurance Policy for 2026.
Move: Thomas
Second: Bieker
Discussion: None
Vote: **Ayes:** Gehring, Thomas, Bieker and Sheppard
Excused: Chapman
MOTION CARRIED

- d. **Approve RFP for the Strategic Business Plan:** Commissioner Sheppard requested that Greenwood contact the legal team to confirm that there is not any potential conflict of interest between a firm that is already providing business to the Port. Greenwood confirmed that there would be no conflict. Commissioner Thomas was curious if we are hiring someone to go through the Strategic Business Plan, if they could also propose specific RFPs the Port would need for the future. Greenwood explained the state administrative rule requirements, but we do have optional tasks that are not required under administrative rule.

Motion: Move to Authorize the Release of the RFP for the 2026-2032 Strategic Business Plan Update.

Move: Bieker
Second: Sheppard
Discussion: None
Vote: **Ayes:** Gehring, Thomas, Bieker and Shappard
Excused: Chapman
MOTION CARRIED

- e. **Approve Resolution No. 2025-26-14 Authorizing Waterfront Roads Infrastructure Project: Cost Update and Request for FY26 BUILD Grant Letter of Support and Funding Commitment.** Commissioner Bieker inquired about the timeline of this project, Channell explained that if the project stays on schedule, construction will begin 2027 and finish in middle 2029. Channell noted that in this schedule they are taking account for peak summer season and working around the summer schedule. Channell explained that the planning for the roundabout takes time due coordination with multiple agencies and because roundabouts are relatively new to Oregon. Commissioner Thomas had questions about the stakeholders and landownership, Channell confirmed that from a landownership standpoint, it is just the Port of Hood River and Oregon Department of Transportation (ODOT) and there are no private property impacts. Thomas expressed concerns about the price increase and inquired about the percentage of contingency. Channell addressed that the price is accounting for the escalation of construction costs; the construction cost has been escalated to the year 2028 expenditure. As for the contingency, Channell noted that they have accounted for a 30% contingency, which is standard for a transportation project that is at a 30% design level.

Motion: Move to approve Resolution No. 2025-26-14 authorizing the Waterfront Roads and Infrastructure Project.
Move: Bieker
Second: Sheppard
Discussion: None
Vote: **Ayes:** Gehring, Thomas, Bieker and Sheppard
Excused: Chapman
MOTION CARRIED

- f. **Approve Resolution No. 2025-26-10 Authorizing EDA Grant Application for Terminal Project.** Commissioner Bieker addressed the public comments about conflict of interest and explained that there are different levels of conflict of interest for elected officials. Commissioner Bieker noted that he has stated on the record that he has a small, owner operated flight instruction business at the airport, he has spoken in the past when he felt there was potential conflict on interest on a decision that the commission was making. Commissioner Bieker stated that he does not see a potential conflict of interest regarding the application of the grants for this building, but he addressed that there might be potential for conflict of interest if the new terminal building is built. Greenwood has requested that the State Ethics Commission look at the situation to determine if there is a conflict of interest. Commissioner Bieker stated that he is willing to engage in discussion on this topic and vote on it. Commissioner Thomas wanted to address the concerns regarding the price and size of the terminal building project. Bieker noted that they have received feedback about the design and they are working to adjust the plans to best reflect community needs. Greenwood added that if the grant is awarded, the building plans will be revised. Greenwood noted that the Port's contribution is staying at \$500,000 and to move forward with this project, grants need to be awarded. Thomas also added that in the budget, \$250,000 is coming from the Port of Hood River Foundation, but Bieker clarified that the \$250,000 is a fundraising goal. Commissioner Sheppard asked for clarification that this project is going to be funded 95% by grants, Bieker confirmed this. Thomas questioned what the operating costs of this building would

be, Greenwood understood the concern and addressed that if this grant is successful that they would look into having studies done to understand the operating costs in more depth.

Motion: Move to approve Resolution No. 2025-26-10 Authorizing Application to the EDA 2025 Disaster Supplemental Grant Program for the Ken Jernstedt Airfield Terminal Building and authorize staff to submit similar applications to the Connect Oregon and Community Resilience and Emergency Preparedness Grant Programs.

Move: Bieker

Second: Sheppard

Discussion: None

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

Excused: Chapman

MOTION CARRIED

8. **COMMISSION CALL:** None

9. **UPCOMING MEETINGS:** No Discussion

10. **ADJOURN:** The meeting was adjourned at 7:03pm.

ATTEST:

Heather Gehring, President

Kristi Chapman, Secretary

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Commission Memo

Prepared by: Debbie Smith-Wagar
Date: February 17, 2026
Re: Budget Committee Appointments



The Port is required to appoint a budget committee consisting of five citizen members (an equal number to the number of elected Port commissioners.) On June 30, 2025, two members' terms expired. In January staff advertised for the position. An application was received from the existing member expressing interest in continuing to serve on the committee, and a second application was received from a citizen expressing interest in joining the committee. No other applications were received.

The resolution accompanying this memo would reappoint the member and add the new member to 3-year terms expiring June 30, 2028.

Budget Committee members:

Position 1: Larry Brown; expires 6/30/2026

Position 2: John Benton; expires 6/30/2026

Position 3: Bonifacio Romero; expires 6/30/2027

Position 4: Brian Shortt; expired 6/30/2025 (Brian chose to step down; Jonathan Tillman recommended)

Position 5: Judy Newman; expired 6/30/2025 (Judy applied to continue to serve)

RECOMMENDATION: MOTION to approve the resolution appointing budget committee members.

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PORT OF HOOD RIVER
Resolution No. 2025-26-15

A RESOLUTION APPOINTING TWO BUDGET COMMITTEE MEMBERS

WHEREAS, the Port of Hood River is required under ORS 294.414 to establish a budget committee; AND

WHEREAS, two budget committee members' terms expired June 30, 2025; AND

WHEREAS, one budget committee member applied to renew her term after notices were posted soliciting applications to serve; AND

WHEREAS, another citizen applied to join the committee after notices were posted soliciting applications to serve; NOW AND THEREFORE,

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

Reappoint Judy Newman and appoint Jonathan Tillman to three-year terms expiring June 30, 2028.

Adopted by the Board of Commissioners of the Port of Hood River this 17th day of February, 2026.

SIGNED

Heather Gehring, President

ATTEST

Kristi Chapman, Secretary

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Commission Memo

Prepared by: Megan Channell, Director of Capital Development and Planning
Date: February 17, 2026
Re: Approve Request for Developer Interest: Marina East/West



BACKGROUND

At the January 2026 Commission meeting, staff presented a draft Request for Developer Interest (RFDI) for Marina East and Marina West and received direction to finalize. Staff have incorporated that feedback and are returning with the final RFDI for approval.

The Marina East and Marina West properties comprise approximately 2.6 acres within the Marina Basin and are currently improved with aging commercial buildings that require significant capital investment. Existing leases expire December 31, 2026. The properties have operated at a financial loss and represent an opportunity to reposition these sites to better support long-term financial sustainability while maintaining public ownership, protecting public access, and ensuring compatibility with marina and recreational uses.

This RFDI is a non-binding, exploratory step intended to gauge market interest and viable redevelopment concepts before the Commission determines future direction.

If approved, the RFDI will be issued on February 19, 2026. Key milestones include:

- Optional Pre-Submittal Meeting/Site Tour: March 11, 2026
- RFDI Responses Due: April 23, 2026 (5:00pm Pacific Time)
- Staff Review and Potential Interviews: May–Early June 2026
- Commission Review (Executive Session): June 16, 2026
- Commission Direction on Next Steps: Following the June 16, 2026 meeting

Following review of responses, the Commission may determine to take no further action, request additional information, refine redevelopment objectives, authorize a future competitive solicitation or direct staff to pursue a negotiated process.

RECOMMENDATION

MOTION to approve the Request for Developer Interest: Marina East and Marina West, substantially in the form presented, and authorize Port staff to publicize and administer the RFDI process consistent with the proposed timeline.

ATTACHMENTS

Attachment – Request for Developer Interest: Marina East and West

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Request for Developer Interest

Marina East and Marina West

Hood River, Oregon



Proposals Due: April 23, 2026 by 5:00pm (Pacific Time)

FINAL FOR COMMISSION APPROVAL

Submit questions related to this RFDI to:

*Megan Channell, Director of Capital Development and Planning
Port of Hood River*

541-386-0972

megan.channell@portofhoodriver.com

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Introduction and Purpose

The Port of Hood River (Port) is seeking to identify qualified developers or businesses interested in redeveloping the Marina East and Marina West properties in Hood River, Oregon. The Port will consider a range of development approaches, including leasehold development and, where appropriate, public-private partnership structures.

The Port is an Oregon Special District responsible for managing key economic and recreational assets that serve the community, including the Hood River waterfront, airport and the existing Hood River-White Salmon Bridge. Guided by its mission and values, the Port seeks to steward public assets in a manner that supports economic vitality, job creation, fiscal responsibility and long-term public benefit. Development on Port-owned property is expected to reflect a high standard of quality, generate sustainable revenue to support Port operations and public facilities and contribute positively to the local economy.

The Port's financial context is changing as toll revenue from the Hood River-White Salmon Bridge will no longer support Port operations beginning July 1, 2026 and will be redirected to fund the bridge replacement project. As a result, the Port must increasingly rely on revenue generated from its real estate and waterfront properties to sustain public amenities, recreational facilities and long-term stewardship of the waterfront.

Redevelopment of the Marina East and Marina West properties is intended to help address this change in funding by creating new, reliable revenue streams that can support ongoing public access, marina operations and community-serving facilities, while remaining compatible with the character and use of the Marina Basin.

The waterfront plays an essential role in supporting local businesses, enabling public access to the river and contributing to the region's economic vitality through recreation, tourism and mixed-use development. Within this context, the Marina East and Marina West properties in the Marina Basin area of the waterfront represent important opportunities to enhance the waterfront's long-term function, financial sustainability and public value. The Port intends that future development on these sites complement, and not compete with, private development activity and adopted plans of the City of Hood River, while reinforcing the character and role of the waterfront as a shared community asset.

This Request for Developer Interest (RFDI) describes the development requirements and objective of the Port pertaining to Marina East and Marina West and the information to be submitted to the Port by a developer or business (Developer) interested in leasing and developing the site.

The purpose of this RFDI is to gather information from the development community regarding viable concepts, market interest and potential partnership structures for future

redevelopment of the Marina East and Marina West sites. This is an exploratory, non-binding, fact-finding step intended to help the Port understand the range of development possibilities that may be feasible for the properties. The Port is not seeking financial offers at this stage.

Responses to this RFDI will assist the Port in evaluating redevelopment pathways and informing future decisions. Information received will be used to assess market readiness, alignment with Port objectives and considerations that may influence future planning, permitting and investment decisions. Following a Port decision to proceed, the Port may engage in further discussions or negotiations with the one or more respondents to pursue a memorandum of understanding, ground lease and, if applicable, public-private partnership development.

This RFDI is not a solicitation for bids, proposals or offers to contract. It is informational in nature, and no contract will be awarded through this process. Respondents will not be compensated for preparing or submitting materials. Nothing in this RFDI shall be interpreted as a commitment by the Port to enter into any agreement or to proceed with redevelopment of the properties.

Responses are due by: **April 23, 2026, 5:00pm (Pacific Time)**

Property Overview

The Marina East and Marina West properties are located within the Port of Hood River's Marina Basin, within an active recreation and commercial district owned and managed by the Port of Hood River. Together, the two sites represent approximately 2.6 acres of Port-owned land designated as the development envelope and are available for long-term leasehold development. Both properties are positioned to support redevelopment that enhances the functionality and financial sustainability of the waterfront while maintaining community access and compatibility with nearby uses.

Location and Context

The properties are located north of E Port Marina Drive and adjacent to key waterfront amenities, including Marina Green, Marina Park, the marina boat basin and the waterfront trail system. This area supports a mixture of public recreation, commercial activity, marine uses and visitor services. The sites are within walking distance of established businesses, public parks and shoreline access points, creating a strong foundation for commercial or mixed-use redevelopment. **Figure 1** shows the property location.

Figure 1: Marina East and West Property Location



The Marina East and Marina West properties together comprise approximately 2.6 acres. Each site is currently improved with an aging commercial building, historically leased to small businesses and service-oriented tenants. The Marina East building is approximately 3,035 square feet and the Marina West building is approximately 1,904 square feet. Recent facility assessments indicate that both structures will require significant capital investment to meet modern building, operational, and tenant standards, making the properties strong candidates for comprehensive redevelopment.

The two sites are situated within a highly active waterfront district that includes the Marina, Marina Park, the Event Site, Nichols Basin, Portway Avenue commercial uses, and the regional waterfront trail system. Their close proximity to recreation amenities, trail connections, established businesses, and year-round waterfront activity presents opportunities for redevelopment that enhances public access, supports compatible commercial or mixed-use programming, and contributes to the Port's long-term financial sustainability.

Both properties share similar development characteristics, including C-2 Commercial zoning and location within the Columbia River Infill Area. Utilities are available at each site, though upgrades may be required depending on redevelopment scale. The Port anticipates that future improvements would occur through long-term ground leases that maintain public ownership of the land while supporting private investment in new buildings and site upgrades.

The Marina East and West building complex has been losing money for years based upon the aging buildings, partial building vacancy (East), and rents that do not cover the full operating costs. The Marina East building is partially occupied, with an acupuncture clinic as the sole tenant. The Marina West building is leased by the Oregon DMV. The current leases for both tenants expire on December 31, 2026.

The Marina East and West properties are independent of the Hood River-White Salmon Bridge Replacement Project. The bridge construction and staging areas do not require or affect either site, nor is the redevelopment needed to support the bridge construction. Future reinvestment or redevelopment of these sites could occur before, during, or after bridge construction, providing flexibility for the Port to advance site planning and potential public-private partnerships on an independent timeline.

Regulatory Framework

Future redevelopment of the Marina East and Marina West properties will be subject to applicable City of Hood River land use regulations and state and federal permitting requirements. The following summary is provided for informational purposes to assist respondents in understanding the general regulatory context. Developers are responsible for conducting their own due diligence and confirming applicable requirements with the appropriate regulatory agencies.

Site Identification

- **Site Address:** 600 E Port Marina Drive, Hood River, Oregon
- **Tax Lot:** 03N10E2500100
- **Tax Lot Area:** Approximately 183,422 square feet (±4.2 acres)
- **Development Envelope per Port Ordinance No. 29:** Approximately 2.6 acres
- **Ownership:** Port of Hood River

Zoning and Allowed Uses

The property is zoned C-2 Commercial under the City of Hood River Zoning Code. The C-2 zone is intended to accommodate a broad range of commercial and mixed-use activities in areas with strong pedestrian access and public amenities. **Exhibit A** includes the City of Hood River zoning map.

Per the C-2 Commercial zoning, Permitted Uses include but are not limited to:

- Commercial uses
- Professional offices
- Incidental industrial uses that are essential to a primary commercial use

- Mixed use - Group residential and multifamily residential uses only when a commercial use is in the same structure

Conditional Uses for the Waterfront Area may include:

- Commercial uses
- Hospitals, schools, parks, utilities, and other public facilities
- Mixed use - Residential development combined with commercial uses in same structure

Manufacturing uses are permitted only when conducted in conjunction with a primary retail or commercial use and where on-site sales are provided.

Development Standards

Key development standards applicable to the C-2 zone include:

- Lot Area / Frontage:
 - No minimum lot area
 - Minimum frontage of 50 feet
- Setbacks:
 - No minimum setbacks required
 - Additional setback of 1 foot per story over two stories may apply in certain conditions
- Building Height:
 - Maximum height of 45 feet for commercial or mixed-use buildings
- Building Footprint and Design:
 - Maximum commercial building footprint of 50,000 square feet
 - Maximum contiguous building length of 300 feet
 - Façade variation required
 - Pedestrian-oriented entrances from the street required
 - Maximum setback of 20 feet from the sidewalk, or zero setback where the area is designed for public activity
 - Human-scale design standards apply
- Landscaping:
 - Development must comply with City of Hood River landscaping requirements
 - Street trees required at a rate of one tree per 30 feet of frontage
 - One tree required per seven parking spaces
- Parking:
 - Commercial: One parking space per employee, plus customer parking

Environmental Considerations

The property is located within the Columbia River Infill Area, which may influence design standards, public access requirements, and permitting pathways. Proximity to the Columbia River may trigger additional environmental review depending on the nature and extent of redevelopment.

Projects that involve shoreline work, in-water improvements, or impacts to riparian areas may require permits or approvals from state and federal agencies, including but not limited to the Oregon Department of State Lands and the U.S. Army Corps of Engineers.

Portions of the Marina Basin are encumbered by federal Land and Water Conservation Fund (Section 6(f)) restrictions that limit use to recreation purposes, except for the defined 2.6-acre exclusion area that permits commercial development at the building sites. A 1994 Port ordinance restricted development within Marina Park to public recreational uses on undeveloped land while allowing maintenance and renovation of existing buildings, but in July 2025 the Port amended those rules to allow development within the exclusion area via Ordinance No. 29. The Ordinance affirmed the importance of protecting public access and recreation for undeveloped legal lots in the Marina Basin while also allowing continued maintenance, renovation, or new compatible development of existing developed lots. The Marina East and West buildings are treated under the “existing developed lots” provisions. Modifications or redevelopments remain subject to compliance with applicable federal, state and local regulations. Marina Green and the waterfront trail shall remain undeveloped per the Ordinance, with the intention of future redevelopment at Marina East and West functioning to add value and provide financial sustainability for this recreational area.

Figure 2 shows the boundary of the development envelope for Marina East and Marina West. **Exhibit C** includes Port Ordinance No. 29.

Permitting Pathways

Typical redevelopment of the Marina East and Marina West properties may require:

- City of Hood River land use approvals (e.g., site plan review and/or conditional use permits)
- Building permits
- Public works permits for utility connections or frontage improvements
- Environmental permitting where applicable
- Floodplain review, if triggered by project design

The Port encourages respondents to consider regulatory feasibility and permitting timelines when developing concepts.

Figure 2: Development Envelope per Port Ordinance No. 29



Site Opportunities and Constraints and Port Objectives for Redevelopment

The Marina East and West properties offer a unique opportunity for redevelopment within an active waterfront setting. The Port seeks to understand how future development could respond to site conditions, regulatory requirements and community context while advancing the Port's objectives for long-term stewardship, financial sustainability and public benefit.

The properties are in proximity to the Hood River-White Salmon Bridge and associated transportation corridors. Over the long term, planned replacement of the bridge may influence regional access patterns, traffic circulation, and connectivity between the waterfront, downtown Hood River and the broader Columbia River Gorge. While the timing and final configuration of the bridge replacement remain subject to separate planning and approvals, respondents may consider long-term transportation context and adaptability.

Site Opportunities

- **Prominent Waterfront Setting:** Proximity to the Columbia River, Marina Basin and public waterfront amenities provides strong potential for visible, public-facing development.
- **Established Activity Area:** The sites are located within a well-used waterfront district that supports year-round recreation, events, marina activity and visitor travel.
- **Pedestrian and Multimodal Access:** Direct adjacency to the waterfront trail system and nearby public parking supports walkable, multimodal-oriented development.
- **Proximity to Regional Transportation Infrastructure:** The location near the bridge and associated roadway network may offer long-term opportunities related to access, visibility, and connectivity as regional transportation improvements are implemented.
- **Flexible Zoning:** C-2 Commercial zoning allows for a broad range of commercial and mixed-use development concepts.
- **Redevelopment Potential:** Existing buildings are aging and present opportunities for modern, efficient redevelopment that better supports current and future uses.
- **Long-Term Leasehold Structure:** Port ownership of the land enables long-term ground lease arrangements that can support private investment while retaining public control of the waterfront.

Site Constraints

- **High Public Use Environment:** Development must be compatible with adjacent public spaces, recreational activity, marina operations, and year-round community use.
- **Transportation and Circulation Sensitivity:** Current and future traffic patterns, particularly during peak seasons and special events, require careful consideration of access, parking, and circulation. Future transportation improvements, including bridge replacement, may introduce changing conditions over time.
- **Compatibility with Marina and Recreational Uses:** New development must avoid conflicts with boating activity, community recreation programs, and existing Port operations.
- **Environmental and Shoreline Considerations:** Proximity to the Columbia River may trigger environmental review and coordination with state and federal agencies.
- **Infrastructure Capacity:** Utilities are available but may require upgrades depending on development scale and intensity.
- **Construction Impacts:** Redevelopment must minimize temporary impacts to public access, nearby businesses, and marina operations during construction.

Required Elements

The Port seeks redevelopment concepts that balance economic viability with public benefit and compatibility with the waterfront setting. The following elements are required considerations for all responses to this RFDI.

- **Enhance Financial Sustainability:** Development should generate long-term, sustainable revenue for the Port to support operations and community-serving facilities.
- **Activate the Waterfront with Compatible Uses:** Proposed uses should enhance activity while remaining compatible with marina operations, recreation and surrounding uses.
- **Protect and Enhance Public Access:** Development must maintain and, where feasible, improve public access to the waterfront, trail system and adjacent public spaces.
- **Provide Year-Round Community Benefit:** Concepts should support consistent, year-round activity and public value rather than solely seasonal or single-purpose uses.

- **Design for Long-Term Adaptability:** Concepts should consider long-term changes in access, circulation and infrastructure associated with regional transportation improvements.

Preferred Elements

The Port encourages, but does not require, consideration of the following:

- High-quality, human-scale design that complements the character of the Hood River waterfront.
- Uses that support local employment and economic diversification.
- Marina-supportive or recreation-oriented uses that strengthen the function of the Marina Basin.
- Small-scale, locally oriented commercial activity integrated with public access and open space.
- Sustainable design strategies and durable construction suitable for a waterfront environment.
- Phasing approaches that allow redevelopment to adapt to evolving transportation and infrastructure conditions.

Anticipated Schedule

The following schedule outlines the anticipated process following issuance of this RFDI. This RFDI is informational and exploratory in nature and does not constitute a solicitation for bids, proposals or offers to contract. The process described below is intended to gather information to inform future Commission decisions and does not obligate the Port to select a respondent, enter into negotiations or proceed with any subsequent procurement or development action. Dates are provided for planning purposes only and are subject to change at the Port's discretion. Changes to the schedule will be posted to the Port's website at <https://www.portofhoodriver.com/>.

- **RFDI Issued:** February 19, 2026
- **Pre-Submittal Meeting and/or Site Tour (Optional):** March 11, 2026, 2:00pm – 3:00pm (Pacific Time) at Port of Hood River, 1000 E. Port Marina Drive, Hood River, OR 97031
- **Deadline for Written Questions:** March 26, 2026 by 5:00pm (Pacific Time)
- **Port Issues Written Responses to Questions:** April 6, 2026
- **RFDI Responses Due:** April 23, 2026 by 5:00pm (Pacific Time)
- **Interviews with RFDI Respondents (if necessary):** Week of June 1 – 5, 2026

- **Commission Review and Discussion of RFDI Results (via Executive Session):**
June 16, 2026
- **Commission Direction on Next Steps:** Following June 16, 2026 Commission review

Following review of the RFDI responses, the Commission may, at its sole discretion, determine whether to take no further action, seek additional information, refine development objectives or authorize a future competitive or negotiated process. Participation in this RFDI does not create any contractual rights or obligations for either the Port or respondents.

Submission Requirements

Respondents are invited to submit concise, concept-level information addressing the items outlined below. Submissions should focus on overall approach, feasibility, and alignment with Port objectives rather than detailed design, engineering, or financial modeling.

Required Materials

Development Concepts

- A narrative description of the proposed development concept(s), including:
 - Intended uses and overall vision
 - Relationship to the waterfront and surrounding context
 - How the concept aligns with the Port’s redevelopment objectives
- Conceptual sketches, diagrams, or massing illustrations

Site Planning Approach

- General approach to site layout, access, circulation, and orientation.
- Relationship to the waterfront trail, public spaces, and adjacent uses.
- Preliminary approach to parking, loading, and service access.
- Consideration of pedestrian and multimodal connectivity.

Financial and Business Approach

- High-level description of the proposed business and financial model.
- Preferred lease structure (e.g., long-term ground lease) and general assumptions.
- Order-of-magnitude capital investment range.
- Anticipated revenue-generating elements and how the project supports long-term financial sustainability for the Port.

Financial Backing

- General description of anticipated financing sources (e.g., private equity, debt, public financing, grants).
- Identification of whether financing is anticipated to be secured at the time of response or at a later project phase.

Team Background

- Identification of the development team and key partners.
- Roles and responsibilities of team members.

Project Experience

- Brief descriptions of 3-5 relevant past projects, particularly:
 - Waterfront or public-sector projects
 - Leasehold or public-private partnership developments
 - Projects of similar scale or complexity

Developer Location / Connection to Community

- Location of the developer's primary office.
- Description of any existing connection to the Hood River community or region (if applicable).

Risk Management

- Identification of key risks associated with the concept (e.g., regulatory, financial, construction, operational).
- High-level approach to managing or mitigating those risks.

Community Considerations

- How the concept supports public access, year-round use, and compatibility with marina operations and recreational activity.
- Approach to minimizing conflicts with surrounding uses.
- Consideration of community benefit and stewardship of the waterfront setting.

Phasing Approach

- General phasing strategy, if applicable.
- Approach to maintaining public access and minimizing disruption during redevelopment.

Questions or Clarifications Needed

- Identification of any key questions, assumptions, or information gaps that would need to be addressed in a future phase of the process.

Developer Disclosure Form

The completed Developer Disclosure Form (**Exhibit D**) must be submitted separately from the main response materials and clearly identified as confidential.

- Electronic Submissions: The Disclosure Form must be provided as a separate PDF attachment clearly labeled: “TRADE SECRET AND/OR CONFIDENTIAL INFORMATION – Developer Disclosure Form.”
- Mail or Hand Delivery Submissions: The Disclosure Form must be placed in a separate sealed envelope clearly marked: “TRADE SECRET AND/OR CONFIDENTIAL INFORMATION – Developer Disclosure Form.”

The Disclosure Form shall not be included within the primary narrative response.

Format

Page Limit

Maximum 15 pages, excluding cover letter, resumes and the Developer Disclosure Form (**Exhibit D**).

Format

Responses may be submitted either:

Electronically (preferred):

By email in PDF format to:

megan.channell@portofhoodriver.com

Send with subject line “RFDI Response – Marina East and Marina West”

OR

By Mail or Hand Delivery:

Port of Hood River

RFDI Response – Marina East and Marina West (c/o Megan Channell)

1000 E Port Marina Drive

Hood River, OR 97031

Submissions must be received no later than the stated deadline. Late submissions may not be considered.

Uniformity

To support fair and efficient review, respondents are requested to organize their submissions using the headings listed in the “Submission Requirements” section.

Contact Information

Each submission must clearly identify a single primary contact person, including name, title, organization, phone number and email address.

Conditions and Disclaimers

Non-Binding

This RFDI is informational and exploratory in nature and does not constitute a solicitation for bids, proposals or offers to contract.

Port Rights

The Port reserves the right to reject any or all submissions, modify or cancel this RFDI, request additional information, or take no further action.

Public Records Disclosure

Submissions are subject to Oregon public records law. The Port must comply with public disclosure requirements under ORS 192.311, et seq.

Only information that is a trade secret or otherwise exempt from public disclosure under Oregon law can be kept confidential. When responding to a public records request, the Port will independently assess if the requested information is exempt from public disclosure, and, unless otherwise reversed by judicial action, the Port’s determination will be final.

The Port may disclose trade secret or other confidential information contained in the proposal under the following circumstances:

- The Port may reveal any trade secret or other confidential information to any Port or City of Hood River staff, outside consultant, or third party engaged with in reviewing proposals or negotiating agreements pursuant to this RFDI; and
- The Port may publicly disclose any trade secret or other confidential information used by the Port Commission to select the Developer, and any proposed or final MOU, lease, or other agreement with the Developer, each of which may include information designated in the proposal as exempt from public disclosure.

Trade Secrets / Confidential Information

If necessary or beneficial to submit trade secrets or other confidential information in response to this RFDI, the trade secret or other confidential information must be submitted in a separate document marked “TRADE SECRET AND/OR CONFIDENTIAL INFORMATION.”

If submitting electronically, trade secret or confidential materials must be provided as a separate PDF attachment labeled “TRADE SECRET AND/OR CONFIDENTIAL INFORMATION.”

If submitting in hard copy, trade secret or confidential materials must be placed in a separate sealed envelope clearly marked “TRADE SECRET AND/OR CONFIDENTIAL INFORMATION.”

Additionally, each page containing the trade secret or other confidential information must be marked “TRADE SECRET AND/OR CONFIDENTIAL INFORMATION.” By submitting the TRADE SECRET AND/OR CONFIDENTIAL INFORMATION to the Port, the proposer agrees to indemnify and hold harmless the Port, its Commissioners, officers, employees, and agents from all costs, damages, and expenses incurred in connection with refusing to disclose any material that the proposer has designated as a trade secret and/or as confidential information.

No Compensation

Respondents will not be compensated for the preparation or submission of materials.

Future Engagement

The Port may engage one or more respondents for further discussions or issue subsequent solicitations but is not obligated to do so.

Evaluations and Next Steps

Responses to this RFDI will be reviewed by Port staff to identify overall themes, market interest, and potential redevelopment approaches that align with the Port’s objectives. This review is intended to be qualitative and exploratory and is not a competitive selection process.

Evaluation considerations may include but are not limited to the list below.

Alignment with Port Objectives

Consistency with the Port’s objectives related to financial sustainability, compatible

waterfront activation, protection of public access, year-round community benefit and long-term adaptability.

Concept Feasibility

The overall realism and viability of the development concept, including consideration of site conditions, regulatory framework and surrounding uses.

Context Sensitivity

Responsiveness to the waterfront setting, marina operations, recreational activity and adjacent public spaces.

Team Experience

Relevant experience of the development team with comparable projects, particularly waterfront, public-sector, leasehold or public-private partnership developments.

Financial and Business Approach

General soundness of the proposed financial and business framework, including the ability to support long-term Port revenue and private investment.

Process

Port staff will evaluate submissions based on the degree to which responses address the information requested in this RFDI and demonstrate alignment with the Port's goals for the Marina East and Marina West properties.

Staff will evaluate each response and present that evaluation and the submitted materials to the Port Commission in Executive Session for review and comments. The Port Commission may not take any formal action regarding the selection of the Developer while in Executive Session. However, the Port Commission could at this time direct staff to, for example, seek additional information from one of more respondents, schedule presentations to the Commission by respondents, and/or schedule a final decision at a future regular meeting of the Commission.

Following staff review, a summary of responses and key findings will be presented to the Port Commission. Based on the information received, the Commission may provide direction regarding potential next steps. Such steps could include, but are not limited to, further market engagement, refinement of development objectives, issuance of a future competitive solicitation, initiation of a negotiated MOU process. or directing staff, or to terminate the project entirely. If the Commission decides to proceed with MOU

negotiations and those efforts are unsuccessful, the Commission may direct staff to pursue negotiations with another respondent.

Responses Due 5:00pm, Wednesday, April 23, 2026

Responses may be submitted either:

Electronically (preferred):

By email in PDF format to:

megan.channell@portofhoodriver.com

Send with subject line “RFDI Response – Marina East and Marina West”

OR

By Mail or Hand Delivery:

Port of Hood River

RFDI Response – Marina East and Marina West (c/o Megan Channell)

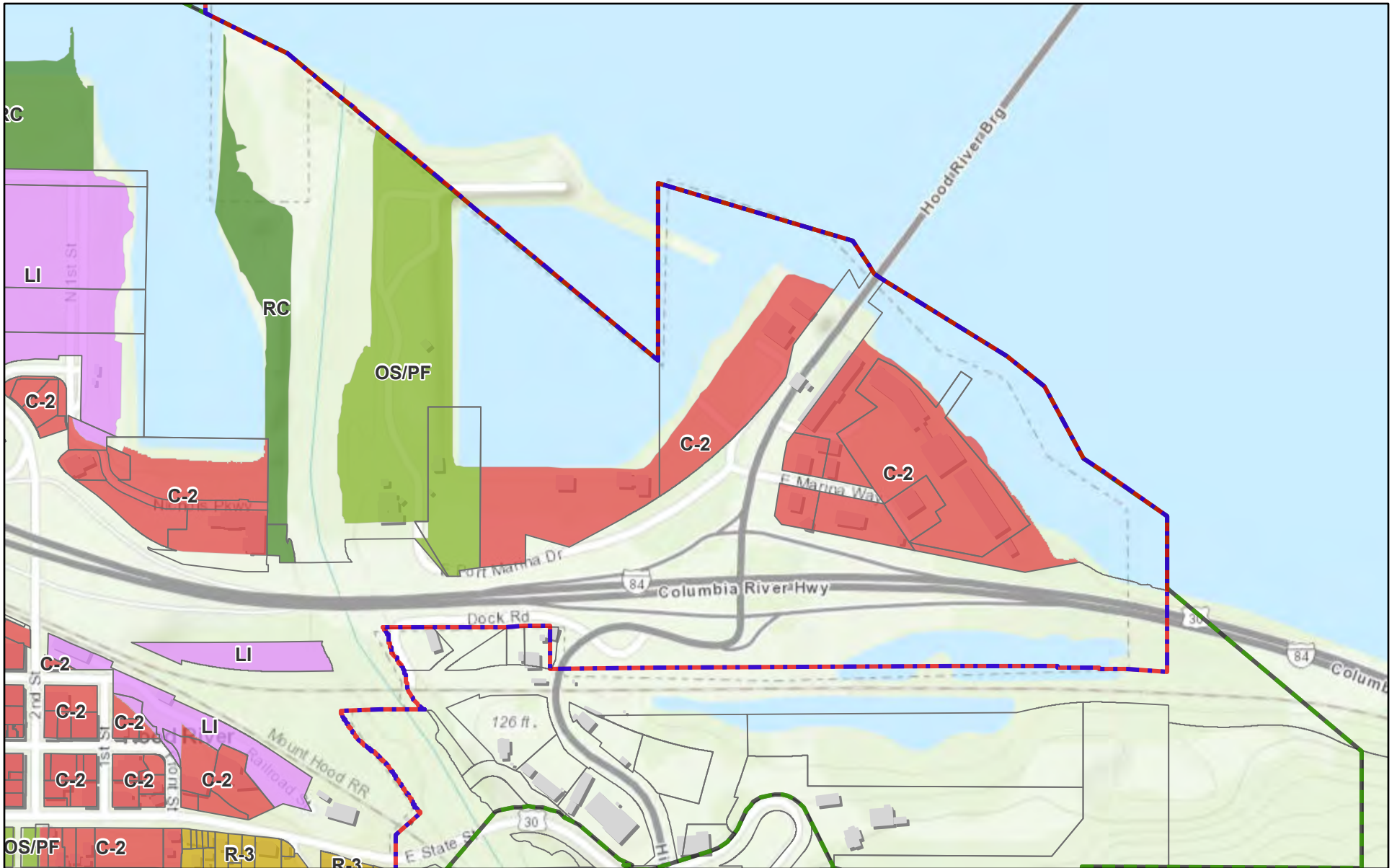
1000 E Port Marina Drive

Hood River, OR 97031

Responses will be time-stamped upon receipt by the Port. Responses submitted after the due date and time will not be accepted.






Exhibit A: Zoning Map

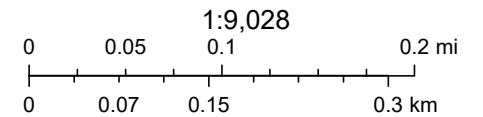
City of Hood River Zoning



2/11/2026, 1:20:35 PM

Hood River City Zoning

 LI	 RC
 R-3	 OS/PF
 C-2	 County Tax Lot Data



Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, INCREMENT P,

Exhibit B: Utility Information



Port of Hood River Boat Ramp

Immigrati
Counselin

AQ Nails & Spa

Subject Properties

Hood River DMV

Starbucks Coffee Company

Chevron Hood River gas
Techron in all
Chevron grades.

E

E

E

Main Power Box.
Feeds other 2 boxes.

Marina Green

Mosier Creek Terrace

Sewer Line Pathway

E Port Marina

E Port Marina Dr

W

Main Water Meter

36

Vietnam Veterans Memorial Hwy

Vietnam V

Key

- Power Box
- Water Meter
- Sewer Line Pathway

Exhibit C: Port of Hood River Ordinance No. 29

**PORT OF HOOD RIVER
ORDINANCE NO. 29**

AN ORDINANCE AMENDING PORT MARINA BASIN DEVELOPMENT RULES

WHEREAS, the Port of Hood River is a duly organized municipal corporation of Hood River County, Oregon (ORS 777); and

WHEREAS, it is in the best interest of the citizens of the district of this Port and the public generally to have certain ordinances and regulations regarding and relating to the public process of policy development codified; and

WHEREAS, an ordinance adopting, amending or repealing a regulation shall not be voted upon unless the ordinance title is included in the published agenda of the meeting (ORS 198.540(1)) and the ordinance title included on the July 15, 2025 agenda was published in the July 9, 2025 issue of the *Columbia Gorge News*; and

WHEREAS, the agenda with the ordinance title was published on July 9, 2025 in the *Columbia Gorge News* six days in advance of the regularly scheduled Port of Hood River Board Meeting (ORS 198.540(2)); and

WHEREAS, a copy of the ordinance was made available to the public (ORS 198.550(1)(a)); and

WHEREAS, the Board of Commissioners (the “Commission”) voted to read the ordinance by title only (ORS 198.550(1)(b)) on June 17, 2025 and again on July 15, 2025; and

WHEREAS, any interested person who is a landowner within the district or an elector registered in the district may petition the district board to adopt, amend or repeal an ordinance and shall be given a reasonable opportunity to be heard (ORS 198.590); **NOW THEREFORE**,

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

Section 1. Definitions.

A. “Developed” means any man-made changes to a legal lot, including but not limited to: constructed or installed buildings or other structures, dredging, filling, grading, paving, excavation, or drilling operations, and parking or road improvements that have occurred as of the date of this ordinance. Notwithstanding the foregoing, “developed” does not include any use of real property for public recreational purposes.

B. “Port Marina Park” means the real property owned by the Port of Hood River that is located east of the Hood River, north of Interstate 84 and west of Port Marina Dr., in the City of Hood River, County of Hood River and state of Oregon.

C. "Public recreational purposes" are any use of real property, or use of improvements to real property, by the general public for the primary purpose of leisure and enjoyment. Public recreational uses include, but are not limited to: wildlife viewing areas, boardwalks, recreational and cultural events, fishing sites, temporary structures which serve recreational uses, swimming benches, parks and park-related structures and infrastructure, playgrounds and park-related structures and infrastructure, open space, boat ramps and docks, boat and windsurfing access sites, access roads, pedestrian and biking paths, and restrooms.

D. "Undeveloped" means a legal lot that has not been developed as of the date of this ordinance.

Section 2. Undeveloped Legal Lots. The Port shall only use undeveloped legal lots within the Port Marina Park for public recreational purposes.

Section 3. Developed Legal Lots. The Port may continue to maintain, renovate, and develop legal lots within the Port Marina Park that are already developed, provided that the Port abides by all applicable local, state, and federal rules and regulations.

Section 4. Bridge Replacement. Notwithstanding anything to the contrary contained within this ordinance, the Port may take all actions necessary to effectuate the maintenance, reconstruction, renovation, or replacement of the Hood River-White Salmon interstate bridge, as determined reasonable and appropriate, in the Port Commission's sole discretion.

Section 5. Amendment. This Ordinance may be amended by following the provisions in ORS 198.510 to 198.600.

Section 6. Severability. If any provision, section, phrase, or word of this Ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions that can be given effect without the invalid provision or application.

Section 7. Codify. Staff is directed to organize these by-laws and potential future amendments to these by-laws into a generally accepted professional format for public use and viewing.

Section 8. Recitals. The recitals of this Ordinance are incorporated herein by reference and adopted as findings in support of this Ordinance.


Section 9. Scrivener's Errors. A scrivener's error in any portion of this ordinance may be corrected by the Executive Director during codification.

Section 10. Repeal. Previously adopted policies that conflict with this Ordinance are hereby repealed.

Section 47. Effective Date. All rights and privileges hereby granted shall be effective 30 days after its adoption. (ORS 198.570(1))

APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS THIS 31st DAY OF July, 2025


Heather Gehring, President

ATTEST


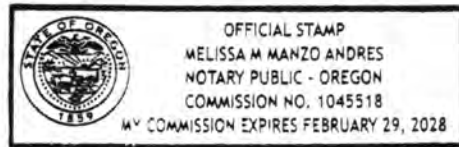
Kristi Chapman, Secretary

CERTIFICATE
Attestation of a Copy of a Document

State of Oregon)
Hood River County)

I certify that this is a true and correct copy of a document in the possession of the Port of Hood River.

Date: July 31st, 2025





Notary Public – State of Oregon



Figure 1.
LWCF Boundary and Conversion Map

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

MASON, BRUCE & GIRARD
 Natural Resource Consultants

Source: Basemap from Bing; Tax lot information from Hood River County. All other information from MB&G. Reproduced for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Conclusions drawn from such information are the responsibility of the user.

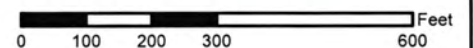


Exhibit D: Developer Disclosure Form

Exhibit D
Required Developer Disclosure Form

Has the Developer, or Developer's parent corporation, LLC, or partnership, subsidiary or affiliated corporation, LLC, or partnership, if any, or any of the Developer's officers, principal members, major shareholders or investors been adjudged bankrupt, voluntary or involuntary, within the past ten years?

Yes ____ No ____

If yes, give date, place and under what name and, describe the circumstances:

Has the Developer or Developer's parent corporation, LLC, or partnership, subsidiary, or affiliated corporation, LLC, or partnership, if any, or any of the Developer's officers, principal members, major shareholders, or investors been convicted of a felony within the past ten years?

Yes ____ No ____

If yes, for each case give: person, date, place, charge, court, circumstances, and action taken.

Has the Developer, or Developer's parent corporation LLC, or partnership, subsidiary or affiliated corporation, LLC, or partnership, if any, or any of the Developer's officers, principal members, major shareholders or investors been adjudged to be in breach of contract or involved in the settlement of a breach of contract dispute within the past ten years?

Yes ____ No ____

If yes, give date, place and under what name and, describe the circumstances:

The proposer and each party identified in the proposal accepts all risk of adverse public notice, damages, financial loss, or criticism, that may result from any disclosure or publication of any material or information in this form. The proposer and each party identified in the proposal expressly waives, on behalf of itself, its partners, joint venturers, officers, employees, representatives, and agents, any claim against the Director, the Commission, the Port, and their officers, representatives, agents, and employees for any damages that may arise therefrom.

Certification:

If the Developer is a corporation, the form should be signed by the President and Secretary of the Corporation; if an individual, by such individual; if a partnership, by one of the partners if an entity not having a president or secretary, by one of its chief officers.

I (we) _____, certify that this Developer's Statement and the attached evidence are true and correct to the best of my (our) knowledge and belief.

Date:

Signature:

Title:

Address:

Date:

Signature:

Title:

Address:

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Commission Memo

Prepared by: Daryl Stafford, Waterfront Manager
Date: February 17, 2026
Re: Cancellation of IGA for Marine Sheriff
Services and Direction to Draft New Limited Agreement



Background

In 2015, the Port entered into an Intergovernmental Agreement (IGA) with Hood River County for Marine Sheriff services at the Port’s waterfront and marina facilities. The agreement provided for a combination of marine law enforcement services and the placement of a Sheriff’s boathouse within the Hood River Marina. In exchange, the Port waived moorage rent and certain assessments and provided an annual financial contribution to support marine patrol services for an extra deputy to support the Marine Sheriff. Since that time, both the Port’s waterfront operations, facilities, and policy priorities and the Sheriff’s office have evolved significantly. Exhibit A.

Issue

The existing 2015 IGA combines multiple elements—marine patrol and law enforcement services, Port financial contributions towards those services, and the provision of boathouse moorage and associated fee waivers —into a single agreement. As the Port revises its Strategic Business Plan and develops a new Marina Master Plan, staff is working to decouple these elements and draft more narrowly defined agreements that clearly reflect purpose, scope, and compensation.

Proposed Action

Staff recommends that the Port Commission authorize the termination of the existing IGA with Hood River County for Marine Sheriff Services, consistent with the termination provisions of the agreement.

Following termination, staff would pursue separate, purpose-specific agreements with Hood River County, beginning with a new, limited agreement that addresses boathouse moorage only, clearly defining:

- Applicable fee waiver, terms, and conditions;
- Lease Duration and termination provisions consistent with other similar agreements; and
- The absence of any operational, patrol or law enforcement service obligations, which may be addressed independently if needed in the future.

Any future marina patrol services, if desired, would be evaluated independently and, if pursued, would be addressed through one or more separate Service Agreements, brought forward to the Commission for consideration at that time.

Rationale

This approach allows the Port to:

- Align boathouse moorage with current marina and waterfront policies;
- Decouple operational law enforcement services from real-property use and service agreements;
- Improve transparency regarding compensation and scope; and
- Retain flexibility to evaluate future Sherriff or marine patrol services separately, based on future service arrangements as conditions and needs evolve.

The Port has a separate 2018 IGA with the HRSO for Marine Fueling. Staff does not recommend any changes to that agreement.

Staff Recommendation

Staff recommends that the Commission:

1. **Authorize termination** of the 2015 Intergovernmental Agreement with Hood River County for Marine Sheriff Services; and
2. **Direct staff** to prepare a new standalone agreement limited solely to boathouse moorage for future Commission review and approval, with any future Sherriff service agreements to be considered separately.

RECOMMENDATION: MOTION to approve termination of the 2015 IGA between Hood River County and Port of Hood River to provide waterfront marine services and for Port staff to draft a new agreement for the Sheriff's boathouse moorage.

d. Maintain the Sheriff's boathouse in good condition including exterior paint.

e. Comply with the terms of any lease which authorizes use of the Sheriff's boathouse in the Port Marina, now or hereafter in effect.

2. Personnel.

a. The County Sheriff retains complete control over the rendition of the services, the standards of performance and other matters incident to the performance of the services, and the control of County Sheriff personnel.

b. Hood River County Sheriff's Office Deputies are and shall remain employees of the County. The relationship between the County and Port is that of an independent contractor. The parties agree that neither party is an agent or employee of the other party.

3. Compensation.

a. Within ten days after this Agreement is signed, and each year thereafter while this Agreement is in effect, on or before July 1, the Port shall pay the County \$5,200 which will be used by the County to provide an additional Marine Deputy to assist the Marine Division at the Port's Waterfront area and contiguous water areas from June 15 through September 15. For the first year of the contract, services shall be provided July 1 - September 15, 2015 and June 15-30, 2016.

b. The Port will not charge the County rent or tenant assessments for locating the Sheriff's boathouse in the Port Marina.

4. Term. Unless sooner terminated, this Agreement shall take effect on the latest date that one of the parties signs this Agreement, and shall continue until terminated by either party or by mutual agreement. Either party may terminate this Agreement at any time upon providing written notice to the other party at their address above, not less than 60 days prior to the intended termination date.

5. Hold Harmless and Indemnification.

a. Subject to the limitations of liability for public bodies set forth in the Oregon Tort Claims Act, ORS 30.260 to 30.300, and the Oregon Constitution, each party agrees to hold harmless, defend, and indemnify each other, including its Commissioners, officers, and employees, against all claims, demands, actions and suits (including all attorney's fees and costs) arising from the indemnitor's performance under this Agreement where the loss or claim is attributable to the negligent acts or omissions of that party. Each party shall give the other immediate written notice of any action or suit filed or any claim made against that party, which may result in litigation in any way related to this Agreement. Each party agrees to maintain insurance levels, or self-insurance in accordance with ORS 30.282, for the duration of this Agreement,

at levels necessary to protect against public body liability.

- b. Nothing in this section limits the ability of a party to exercise any right, defense or remedy that the party may have with respect to third parties whose action or inaction gives rise to loss, claim or liability including, but not limited to, an assertion that the officer(s) was acting beyond the scope of their employment.
- c. Nothing in this section covers or requires indemnification or payment of any judgment against any individual or party for intentionally wrongful conduct outside the scope of employment.

6. Reporting. The Sheriff's Office will provide the Port with a written report by October 1 listing dates and types of services provided under this Agreement, and showing regular and overtime hours worked by Sheriff's Office personnel during the period requested by category on jet ski or boat water patrols, law enforcement activities and rescues. Upon request by the Port, a representative of the Sheriff's Office shall also make a verbal presentation to the Port of Hood River Commission at a regularly scheduled meeting.

7. Amendment. This Agreement contains all the agreements of the parties on this subject. Any amendment to this Agreement must be in writing and signed by an authorized representative of each party.

8. Agreement Execution. The persons signing below certify that they have authorization from their governing body to execute this Agreement and bind the parties to its provisions.

9. Attorney Fees. Each party shall bear its own attorney fees and costs in the resolution of a dispute or litigation.

HOOD RIVER COUNTY




By: David Meriwether
County Administrator

Date: 5-13-15

Attest: Hedy Ohsun

PORT OF HOOD RIVER



By: Michael S. McElwee
Executive Director

Date: 5/21/15

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Commission Memo



Prepared by: Debbie Smith-Wagar
Date: February 17, 2026
Re: Accounts Payable Requiring Commission Approval

Beery, Elsner & Hammond, LLP	\$4,930.50
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Attorney services per attached summary

TOTAL ACCOUNTS PAYABLE TO APPROVE	\$4,930.50
--	-------------------

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Beery, Elsner & Hammond, LLP

1804 NE 45th Ave.
Portland, OR 97213-1416
(503) 226-7191
Tax ID #93-1234801

January 29, 2026

Port of Hood River
1000 E. Port Marina Dr
Hood River, OR 97031
dsmith-wagar@portofhoodriver.com

Our File: PORTHR

SUMMARY OF ACCOUNT

NEW CHARGES PER ATTACHED STATEMENT(S)

<u>Matter</u>	<u>Balance Forward</u>	<u>Payments & Credits</u>	<u>Total New Charges</u>	<u>Balance Due</u>
AIRPORT-Airport	148.50	120.00	57.00	85.50
GENERAL-General	11,507.12	9,724.22	1,533.50	3,316.40
PERSON-Personnel	12,472.32	7,823.50	1,584.50	6,233.32
REALPROP-Real Property Transactions	<u>114.00</u>	<u>114.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL	24,241.94	17,781.72	3,175.00	9,635.22

LEGAL FEES (per the attached itemization): \$ 3,175.00

DISBURSEMENTS (per the attached itemization): \$ 0.00

Balance (current bill) \$ 3,175.00

Previous Balance Due \$ 24,241.94

Total Payments and Credits \$ 17,781.72

TOTAL BALANCE DUE \$ 9,635.22

Beery, Elsner & Hammond, LLP

1804 NE 45th Ave.
Portland, OR 97213-1416
(503) 226-7191
Tax ID #93-1234801

February 6, 2026

Port of Hood River
1000 E. Port Marina Dr
Hood River, OR 97031
dsmith-wagar@portofhoodriver.com

Our File: PORTHR

SUMMARY OF ACCOUNT

NEW CHARGES PER ATTACHED STATEMENT(S)

<u>Matter</u>	<u>Balance Forward</u>	<u>Payments & Credits</u>	<u>Total New Charges</u>	<u>Balance Due</u>
AIRPORT-Airport	85.50	28.50	0.00	57.00
GENERAL-General	3,316.40	1,782.90	0.00	1,533.50
PERSON-Personnel	6,233.32	4,648.82	1,755.50	3,340.00
TOTAL	9,635.22	6,460.22	1,755.50	4,930.50

LEGAL FEES (per the attached itemization): \$ 1,755.50

DISBURSEMENTS (per the attached itemization): \$ 0.00

Balance (current bill) \$ 1,755.50

Previous Balance Due \$ 9,635.22

Total Payments and Credits \$ 6,460.22

TOTAL BALANCE DUE \$ 4,930.50

Commission Memo

Prepared by: Kevin M. Greenwood, Exec. Director
Date: February 17, 2026
Re: Formal Codification of Port Committees
Consistent with Adopted By-Laws



BACKGROUND

On May 20, 2025, the Port Commission adopted Ordinance No. 28, approving updated By-Laws for the Port of Hood River Board of Commissioners, which became effective thirty days later. The By-Laws expressly authorize the Commission to establish committees to assist in carrying out its duties (By-Laws, Section 4(G)).

Historically, the Port has utilized a variety of permanent and internal committees to support staff and the Commission in areas requiring more detailed discussion than can typically occur during regular Commission meetings. Many of these committees, most notably the Airport Advisory Committee (AAC), have existed for decades but were established informally and without a single, consolidated resolution defining their role, scope, and authority.

More recently, the Commission has taken steps to clarify committee practices through discrete actions, including adoption of Resolution No. 2024-25-2 on August 20, 2024, which amended AAC rules to establish staggered four-year terms and allow non-electors of the district to serve if no electors are willing to do so.

In addition, the Commission annually assigns committee memberships through the Annual Business Matters Resolution, most recently Resolution No. 2025-26-1 adopted July 15, 2025, which identifies committee assignments for the fiscal year.

PURPOSE OF FORMAL CODIFICATION

The attached resolutions are intended to formally codify existing committees consistent with the adopted By-Laws, creating a clear and durable governance record that:

- Defines each committee's purpose, scope, and authority;
- Clarifies membership categories, including voting and non-voting roles;
- Distinguishes between internal staff-support committees and external advisory committees;
- Aligns committee practices with Oregon Public Meetings Law, where applicable; and
- Separates the act of establishing committees from the annual act of appointing members.

Importantly, these resolutions do not change the day-to-day operation of any committee, nor do they expand or restrict authority beyond current practice. The committees will continue to function as they have historically. The resolutions simply formalize and

document those practices in a manner consistent with the By-Laws and current governance standards.

COMMITTEE STRUCTURE GOING FORWARD

If adopted, the governance framework will operate as follows:

- Standing committee resolutions (attached) establish and define each committee's role and authority on an ongoing basis.
- The Annual Business Matters Resolution continues to be used each July to appoint commissioners, ratify advisory committee appointments, and designate liaisons for the coming year.

This approach reflects best practices among Oregon ports and special districts and improves clarity for commissioners, staff, committee members, and the public.

FISCAL IMPACT

There is no direct fiscal impact associated with adoption of these resolutions. Committees will continue to operate using existing staff resources and within existing budget authority.

SUMMARY

Adoption of these resolutions completes the governance framework contemplated by the Port's updated By-Laws. While the committees themselves are not new, formal codification provides clarity, transparency, and a defensible public record without altering established operations or roles.

RECOMMENDATION: MOTION to approve five resolutions codifying Commission committees as presented.

ATTACHMENTS

- Resolution Codifying the Airport Advisory Committee (AAC)
- Resolution Codifying the Internal Bridge Committee (IBC)
- Resolution Codifying the Internal Finance Committee (IFC)
- Resolution Codifying the Internal Personnel Committee (IPC)
- Resolution Codifying the Internal Real Estate Committee (IREC)

PORT OF HOOD RIVER
Resolution No. 2025-26-16

A RESOLUTION CODIFYING THE AIRPORT ADVISORY COMMITTEE (AAC)

WHEREAS, the By-Laws for the Port of Hood River Board of Commissioners were adopted on May 20, 2025, via Ordinance No. 28 and went into effect 30 days later; AND

WHEREAS, the By-Laws authorize the Board of Commissioners to establish committees to assist the Commission in carrying out its duties (By-Laws, Section 4(G)); and

WHEREAS, the Airport Advisory Committee (“AAC”) has existed for many years as an advisory body to provide input on airport planning, operations, and policy matters related to the Port’s ownership and management of the Hood River Airport; and

WHEREAS, Res. No. 2024-25-2 amended the AAC rules on August 20, 2024 creating staggered, four-year terms and allowing non-electors of the district if no electors of the district are willing to serve; and

WHEREAS, the Commission desires to formally codify the AAC’s role, membership structure, scope, and operating framework to ensure clarity, transparency, and consistency with the Port’s By-Laws and Oregon public meeting requirements; NOW THEREFORE

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

Section 1. Membership and quorum requirements.

- A. There shall be nine voting members on the AAC
- B. Appointed Positions:
 - 1. Position 1. Dave Koebel, through June 30, 2026.
 - 2. Position 2. Ken Musser, through June 30, 2028.
 - 3. Position 3. Margo Dameier, through June 30, 2026.
 - 4. Position 4. Andreas von Flotow, through June 30, 2028
 - 5. Position 5. Doug Knight, through June 30, 2026
 - 6. Position 6. Matt Swihart, through June 30, 2028
 - 7. Position 7. Tad McGeer, through June 30, 2026
- C. Permanent Positions:
 - 1. Western Antique Aeroplane & Automobile Museum (WAAAM)
 - 2. Fixed Base Operator (FBO)
- D. Liaisons: Two Port Commissioners serve as non-voting liaisons to the AAC.

Section 2. Appointing Requirements.

- A. Recruitment process can be found in the Port By-laws Section 4(G)(4).
- B. Permanent positions are appointed by WAAAM and the FBO and ratified by the Port Commission as part of the annual business resolution each July.
- C. Commissioner liaisons will be appointed as part of the annual business resolution each July.

Section 3. Criteria for Membership. Appointed and Permanent positions may include non-electors of the district if no electors of the district are willing to serve.

Section 4. Meeting Frequency. The AAC meets not less than every other month based upon the availability of members. Meetings shall be noticed following public meeting rules.

Section 5. Staff person assignment. The Port’s Airport Manager shall serve as the staff liaison to the AAC and shall provide administrative, technical, and procedural support of the committee.

Section 6. Length of membership terms. Positions on the AAC are for four years; Permanent positions have no term limitations; Liaisons are appointed annually.

Section 7. Committee category: Permanent.

Section 8. Purpose, scope and authority. The purpose of the AAC is to provide advisory input to Port staff and the Port Commission on matters related to airport planning, development, operations, policies, and community interface. The AAC serves in a recommendatory capacity only and has no independent decision-making authority. All final decisions remain with the Port Commission.

Section 9. Budget for carrying out purpose. Staff time and printed materials.

Section 10. Acknowledgement of budgetary impacts to the port. The AAC may propose policy considerations to the full Commission that will need budget authority. Potential projects and initiatives will be shared by staff with the Commission for formal budget and procurement authorities.

Adopted by the Board of Commissioners of the Port of Hood River on this 17 day of February 2026.

SIGNED

ATTEST

Heather Gehring, President

Kristi Chapman, Secretary

PORT OF HOOD RIVER
Resolution No. 2025-26-17

A RESOLUTION CODIFYING THE INTERNAL BRIDGE COMMITTEE (IBC)

WHEREAS, the By-Laws for the Port of Hood River Board of Commissioners were adopted on May 20, 2025, via Ordinance No. 28 and went into effect 30 days later; AND

WHEREAS, the Commission has the power to form committees (Sec. 4(G)); AND

WHEREAS, the Commission is desirous of forming an Internal Bridge Committee; AND

WHEREAS, internal committees assist staff with operational issues or allow for a more detailed discussion of Port operations than would normally be accommodated for during a regular Commission meeting. A quorum of the Commission shall not be present at internal committee meetings and shall not make recommendations directly to the Port Commission (Sec. 4(G)(2)(d));

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

Section 1. Membership and quorum requirements. Commissioners Tor Bieker and Kathryn Thomas were appointed members to the Internal Bridge Committee. There are no quorum requirements.

Section 2. Appointing Requirements. Commissioners will be re-appointed during the annual business meeting each July.

Section 3. Criteria for Membership. Only Commissioners and staff may serve on internal committees.

Section 4. Staff person assignment. The Port's Facilities Manager and Executive Director are assigned to the Internal Bridge Committee (IBC).

Section 5. Length of membership terms. Terms on the IBC are for one year, reconsidered or renewed each July via the annual business matters resolution.

Section 6. Committee category: Internal.

Section 7. Purpose, scope and authority. The Internal Bridge Committee (IBC) is established to assist Port staff in matters related to bridge operations, maintenance planning, and capital project development. The committee provides a forum for more detailed discussions than would typically occur during regular Commission meetings and allows members to review technical and operational information with Port engineers and consultants. The IBC functions as an internal advisory body to staff, meets on an as-needed basis, and does not bring forward collective recommendations or decisions to the Port Commission.

Section 8. Budget for carrying out purpose. No budget is necessary for the IBC.

Section 9. Acknowledgement of budgetary impacts to the port. Staff may propose policy considerations to the full Commission that will need budget authority. Potential projects and initiatives will be shared by staff with the Commission for formal budget and procurement authorities.

Adopted by the Board of Commissioners of the Port of Hood River on this 17 day of February 2026.

SIGNED

ATTEST

Heather Gehring, President

Kristi Chapman, Secretary

PORT OF HOOD RIVER
Resolution No. 2025-26-18

A RESOLUTION CODIFYING THE INTERNAL FINANCE COMMITTEE (IFC)

WHEREAS, the By-Laws for the Port of Hood River Board of Commissioners were adopted on May 20, 2025, via Ordinance No. 28 and went into effect 30 days later; AND

WHEREAS, the Commission has the power to form committees (Sec. 4(G)); AND

WHEREAS, the Commission is desirous of forming an Internal Bridge Committee; AND

WHEREAS, internal committees assist staff with operational issues or allow for a more detailed discussion of Port operations than would normally be accommodated for during a regular Commission meeting. A quorum of the Commission shall not be present at internal committee meetings and shall not make recommendations directly to the Port Commission (Sec. 4(G)(2)(d));

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

Section 1. Membership and quorum requirements. The Secretary and Treasurer of the Commission are appointed members to the Internal Finance Committee. There are no quorum requirements.

Section 2. Appointing Requirements. Commissioners will be re-appointed during the annual business meeting each July.

Section 3. Criteria for Membership. Only Commissioners and staff may serve on internal committees.

Section 4. Staff person assignment. The Port's Finance Director and/or Dep. Finance Director are assigned to the Internal Finance Committee (IFC).

Section 5. Length of membership terms. Terms on the IFC are for one year, reconsidered or renewed each July as part of the business matters resolution.

Section 6. Committee category: Internal.

Section 7. Purpose, scope and authority. The Internal Finance Committee (IFC) is established to assist Port staff in matters related to financial management, budgeting, accounting practices, and fiscal policy development. The committee provides a forum for more detailed review of financial statements, budget assumptions, and funding strategies than would typically occur during regular Commission meetings. The IFC functions solely as an internal advisory body to staff, meets on an as-needed basis, and does not provide collective recommendations or decisions to the Port Commission.

Section 8. Budget for carrying out purpose. No budget is necessary for the IFC.

Section 9. Acknowledgement of budgetary impacts to the port. Staff may propose policy considerations to the full Commission that will need budget authority. Potential projects and initiatives will be shared by staff with the Commission for formal budget and procurement authorities.

Adopted by the Board of Commissioners of the Port of Hood River on this 17 day of February 2026.

SIGNED

ATTEST

Heather Gehring, President

Kristi Chapman, Secretary

PORT OF HOOD RIVER
Resolution No. 2025-26-19

A RESOLUTION CODIFYING THE INTERNAL PERSONNEL COMMITTEE (IPC)

WHEREAS, the By-Laws for the Port of Hood River Board of Commissioners were adopted on May 20, 2025, via Ordinance No. 28 and went into effect 30 days later; AND

WHEREAS, the Commission has the power to form committees (Sec. 4(G)); AND

WHEREAS, the Commission is desirous of forming an Internal Bridge Committee; AND

WHEREAS, internal committees assist staff with operational issues or allow for a more detailed discussion of Port operations than would normally be accommodated for during a regular Commission meeting. A quorum of the Commission shall not be present at internal committee meetings and shall not make recommendations directly to the Port Commission (Sec. 4(G)(2)(d));

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

Section 1. Membership and quorum requirements. The President and Vice President of the Commission are appointed members to the Internal Personnel Committee. There are no quorum requirements.

Section 2. Appointing Requirements. Commissioners will be re-appointed during the annual business meeting each July via the business matters resolution.

Section 3. Criteria for Membership. Only Commissioners and staff may serve on internal committees.

Section 4. Staff person assignment. The Port's Executive Director, Finance Director and/or Executive Assistant are assigned to the Internal Personnel Committee (IPC).

Section 5. Length of membership terms. Terms on the IPC are for one year, reconsidered or renewed each July via the business matters resolution.

Section 6. Committee category: Internal.

Section 7. Purpose, scope and authority. The Internal Personnel Committee (IPC) is established to assist Port staff in matters related to personnel administration, policy development, compensation structures, and organizational planning. The committee provides a forum for more detailed discussions on employment-related topics that, due to their sensitive or exempt nature, are not appropriate for public session. The IPC functions solely as an internal advisory body to staff, meets on an as-needed basis, and does not provide collective recommendations or decisions to the Port Commission.

Section 8. Budget for carrying out purpose. No budget is necessary for the IPC.

Section 9. Acknowledgement of budgetary impacts to the port. Staff may propose policy considerations to the full Commission that will need budget authority. Potential projects and initiatives will be shared by staff with the Commission for formal budget and procurement authorities.

Adopted by the Board of Commissioners of the Port of Hood River on this 17 day of February 2026.

SIGNED

ATTEST

Heather Gehring, President

Kristi Chapman, Secretary

PORT OF HOOD RIVER
Resolution No. 2025-26-20

A RESOLUTION CODIFYING THE INTERNAL REAL ESTATE COMMITTEE (IREC)

WHEREAS, the By-Laws for the Port of Hood River Board of Commissioners were adopted on May 20, 2025, via Ordinance No. 28 and went into effect 30 days later; AND

WHEREAS, the Commission has the power to form committees (Sec. 4(G)); AND

WHEREAS, internal committees assist staff with operational issues or allow for a more detailed discussion of Port operations than would normally be accommodated for during a regular Commission meeting. A quorum of the Commission shall not be present at Internal Committee meetings and shall not make recommendations directly to the Port Commission (Sec. 4(G)(2)(d)); AND

WHEREAS, the Commission is desirous of forming an Internal Real Estate Committee; AND

WHEREAS, Commissioners Kristi Chapman and Ben Sheppard were appointed to the Internal Real Estate (“Property”) Committee via Res. No.2025-26-01 on July 15, 2025; NOW THEREFORE

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

Section 1. Membership and quorum requirements. Commissioners Kristi Chapman and Ben Sheppard were appointed initial members to Internal Real Estate Committee. There are no quorum requirements.

Section 2. Appointing Requirements. Commissioners will be re-appointed during the annual business meeting each July.

Section 3. Criteria for Membership. Only Commissioners and staff may serve on internal committees.

Section 4. Staff person assignment. The Port’s Director of Real Estate (or equivalent) is assigned to the Internal Real Estate Committee (IREC).

Section 5. Length of membership terms. Terms on the IREC are for one year, reconsidered or renewed each July via the business matters resolution.

Section 6. Committee category: Internal.

Section 7. Purpose, scope and authority. The Internal Real Estate Committee (IREC) is established to assist Port staff in the management, development, and strategic use of Port-owned real estate assets and developable lands. The committee’s purpose is to provide staff-level advisory input on real estate strategies, review policies and lease terms, and participate in learning and observing implementation practices related to Commission-approved actions. The IREC functions as an internal advisory body to staff, meets on an as-needed basis, and does not bring forward collective recommendations or decisions to the Port Commission.

Section 8. Budget for carrying out purpose. No budget is necessary for the IREC.

Section 9. Acknowledgement of budgetary impacts to the port. Staff may propose policy considerations to the full Commission that will need budget authority. Potential projects and initiatives will be shared by staff with the Commission for formal budget and procurement authorities.

Adopted by the Board of Commissioners of the Port of Hood River on this 17 day of February 2026.

SIGNED

ATTEST

Heather Gehring, President

Kristi Chapman, Secretary

Commission Memo

Prepared by: Amanda Rose
Date: February 17, 2026
Re: Closing Authorization – 200 N. Wasco Court



Staff is pleased to report that the purchase process for the property located at 200 N. Wasco Court has progressed smoothly in accordance with the approved purchase and sale agreement. Due diligence has been successfully completed, coordination with all parties remained consistent and professional and we are now entering the final phase of closing. We anticipate closing no later than February 19th with a target date of February 18th, pending final documentation and settlement statement confirmation.

RECOMMENDATION: MOTION to authorize the Executive Director to execute all necessary closing documents on behalf of the Port and make the final payment due for 200 N. Wasco.

ATTACHED: Estimated Settlement Statement

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Chicago Title Company of Oregon
 100 SW Main Street, Suite 450
 Portland, OR 97204
 Phone: (503)973-7400 Fax: (866)418-1416

Buyer's Estimated Settlement Statement

Settlement Date:

Disbursement Date: February 18, 2026
Order Number: 472525005698
Escrow Officer: Jolene Stephenson
Buyer: Port Of Hood River, an Oregon Municipal Corporation
Seller: Burck Properties, LLC, an Oregon limited liability company
Lender:
Property: 200 N Wasco Court
 Hood River, OR 97031
 Hood River County
 APN/Parcel ID: 3043

	Buyer	
	Debit	Credit
Financial Consideration		
Purchase Price	1,200,000.00	
Deposit or Earnest Money Port Of Hood River, an Oregon Municipal Corporation		15,000.00
Extension Deposit Port Of Hood River, an Oregon Municipal Corporation		5,000.00
Prorations/Adjustments		
County Taxes Acct 3043 133 days @ 28.072247 per day at \$10,246.37 02/18/26-07/01/26	3,733.61	
Title/Escrow Charges		
Settlement or Closing Fee to Chicago Title Company of Oregon	1,250.00	
Owner's Policy Premium to AmeriTitle Std Prem \$2,400.00 /Ext Prem \$1,560.00 Coverage: \$1,200,000.00 Version: ALTA Owner's Policy 2021	1,560.00	
Government Charges		
Recording Service Fee to Simplifile	10.00	
Recording Fees to AmeriTitle	135.00	
Subtotals	1,206,688.61	20,000.00
Balance Due FROM Buyer		1,186,688.61
Totals	1,206,688.61	1,206,688.61

See signature page to follow

Buyer's Estimated Settlement Statement

BUYER

Port Of Hood River, an Oregon Municipal Corporation

BY: _____
Kevin M. Greenwood
Executive Director

Chicago Title Company of Oregon

BY:  _____
Chicago Title Company of Oregon

Commission Memo



Prepared by: Debbie Smith-Wagar
Date: Feb. 17, 2026
Re: December 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 December 31st, halfway through our fiscal year.

So far expenditures are within expectations. Some adjustments were made in January for the reorganization, and that will show up in the January report that we issue in March.

Reports this month include individual property reports for industrial properties, commercial properties, the marina basin, and the waterfront. On the Industrial Properties page, a set of columns were added this year for the earnest money submitted for purchase of another building over by the Wasco Building. It is being considered for a new administrative location. There were additional charges this year for inspections that are necessary for our due diligence before we sign final paperwork.

Traffic on the bridge in December was up nearly 5% from December 2024, so we are continuing to see a slow but steady increase from the traffic losses that we saw after the September 2023 toll increase.

RECOMMENDATION: For information only

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PORT OF HOOD RIVER

FY25 FUND ANALYSIS - BUDGET VS ACTUAL

For the period ending December 31, 2025 (50%)

	General			Administration			Bridge Operations			Bridge Replacement			HRWSBA			TOTAL			
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	
REVENUE																			
Operating	\$ 4,071,900	\$ 2,179,850	54%	\$ 3,609,800	\$ 1,666,710	46%	\$ 9,515,200	\$ 5,905,822	62%								\$ 17,196,900	\$ 9,752,383	57%
Non-operating:																			
Grants, interest, other income	\$ 11,035,860	\$ 554,209	5% {1}	\$ 900,000	\$ 305,153	34%	\$ 378,000	\$ 144,059	38%	\$ 4,502,000	\$ 1,435	0%	\$ 20,000	\$ 9,639	48%	\$ 16,835,860	\$ 1,014,496	6%	
Transfers In	\$ 2,000,000	\$ -	0% {2}	\$ 1,200,000	\$ 1,200,000	100% {6}							\$ 3,828,400	\$ 1,805,342	47%	\$ 7,028,400	\$ 3,005,342	43%	
TOTAL	\$ 17,107,760	\$ 2,734,060	16%	\$ 5,709,800	\$ 3,171,863	56%	\$ 9,893,200	\$ 6,049,881	61%	\$ 4,502,000	\$ 1,435	0%	\$ 3,848,400	\$ 1,814,981	47%	\$ 41,061,160	\$ 13,772,221	34%	
EXPENSES																			
Operating																			
Personal Services	\$ 529,620	\$ 205,190	39%	\$ 2,328,950	\$ 1,169,719	50%	\$ 337,380	\$ 157,957	47%							\$ 3,195,950	\$ 1,532,865	48%	
Materials & Services	\$ 2,018,600	\$ 938,466	46%	\$ 1,245,850	\$ 477,152	38%	\$ 1,946,000	\$ 729,116	37%	\$ -	\$ -	NA				\$ 5,210,450	\$ 2,144,734	41%	
Internal Services (Admin/OH)	\$ 2,630,544	\$ 1,051,691	40%				\$ 944,556	\$ 298,438	32%							\$ 3,575,100	\$ 1,350,128	38%	
Debt Service	\$ 95,000	\$ 64,655	68% {3}													\$ 95,000	\$ 64,655	68%	
Subtotal	\$ 5,273,764	\$ 2,260,001	43%	\$ 3,574,800	\$ 1,646,871	46%	\$ 3,827,936	\$ 1,300,961	34%	\$ -	\$ -		\$ -	\$ -		\$ 12,076,500	\$ 5,092,383	42%	
Non-Operating																			
Capital Outlay	\$ 6,950,000	\$ 1,182,485	17%	\$ 85,000	\$ -	0%	\$ 1,370,000	\$ 60,563	4%	\$ 4,502,000	\$ -	0%				\$ 12,907,000	\$ 1,243,048	10%	
Transfers Out	\$ 981,800	\$ 910,800	93% {4}				\$ 6,117,600	\$ 2,094,542	34% {8}							\$ 7,099,400	\$ 3,005,342	42%	
Special	\$ 71,000	\$ -	0% {5}										\$ 3,848,400	\$ 1,524,055	40%	\$ 3,919,400	\$ 1,524,055	39%	
Contingency	\$ 10,550,000		NA	\$ 550,000		NA	\$ 900,000		NA							\$ 12,000,000		NA	
Other				\$ 1,500,000	\$ 1,500,000	{7}	\$ 600,000	\$ 115,450	19% {9}										
Subtotal	\$ 18,552,800	\$ 2,093,285	11%	\$ 2,135,000	\$ 1,500,000	70%	\$ 8,987,600	\$ 2,270,555	25%	\$ 4,502,000	\$ -	0%	\$ 3,848,400	\$ 1,524,055	40%	\$ 35,925,800	\$ 5,772,446	16%	
TOTAL	\$ 23,826,564	\$ 4,353,287	18%	\$ 5,709,800	\$ 3,146,871	55%	\$ 12,815,536	\$ 3,571,516	28%	\$ 4,502,000	\$ -	0%	\$ 3,848,400	\$ 1,524,055	40%	\$ 48,002,300	\$ 10,864,829	23%	
NET INCOME																			
Operating	\$ (1,201,864)	\$ (80,151)		\$ 35,000	\$ 19,839		\$ 5,687,264	\$ 4,604,861		\$ -	\$ -		\$ -	\$ -		\$ 5,120,400	\$ 4,660,000		
Non-Operating	\$ (5,516,940)	\$ (1,539,076)		\$ (35,000)	\$ 5,153		\$ (8,609,600)	\$ (2,126,496)		\$ -	\$ 1,435	{10}	\$ -	\$ 290,926		\$ (12,061,540)	\$ (1,752,608)		
TOTAL	\$ (6,718,804)	\$ (1,619,227)		\$ -	\$ 24,992		\$ (2,922,336)	\$ 2,478,365		\$ -	\$ 1,435		\$ -	\$ 290,926		\$ (6,941,140)	\$ 2,907,392		
BEG. FUND BALANCE	\$ 13,500,000	\$ 14,000,000		\$ -	\$ -		\$ 5,000,000	\$ 4,344,086		\$ -	\$ -		\$ -	\$ -		\$ 18,500,000	\$ 18,344,086		
END. FUND BALANCE	\$ 6,781,196	\$ 12,380,773		\$ -	\$ 24,992		\$ 2,077,664	\$ 6,822,451		\$ -	\$ 1,435		\$ -	\$ 290,926		\$ 11,558,860	\$ 21,251,478		

{1} Assumed the sale of Big 7 and Lower Hanel Mill property and includes Airport grants (sale of the 2 properties is \$8M; airport grants make up the rest - a little more than \$3M)

{2} A transfer in is budgeted from the Bridge Fund - this will be the final year of this transfer (see also footnote 8)

{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} The General Fund's portion of the "PERS Buydown" that occurred in August

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

{6} Transfers into the Admin Fund are \$1.2M for the PERS Buydown; the State of Oregon contributed \$300,000 for a total contribution of \$1.5M (\$910,800 from General Fund and \$289,200 from Bridge Fund for the total of \$1.2M)

{7} This is the payment to PERS for the rate buydown.

{8} Transfers out of the Bridge Fund are \$2M to General Fund (last year of this transfer), \$289,200 for PERS rate buydown, and \$3.8M of additional toll revenue that goes to the Bridge Authority.

{9} This is the loan to the Bridge Authority. The current amount outstanding is \$467,740 which includes \$352,290 from last fiscal year.

{10} Our responsibility for Bridge Replacement is not done yet. We still have ARPA funds that need to be allocated to replacement costs, so this number will change in the next few months.

PORT OF HOOD RIVER

FY25 GENERAL FUND ANALYSIS BY DEPARTMENT - BUDGET VS ACTUAL

For the period ending December 31, 2025 (50%)

	Industrial Properties			Commercial Buildings			Airport			Marina Basin			Waterfront Recreation			Parking			Non-Departmental			TOTAL GENERAL FUND		
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%
REVENUE																								
Operating	\$ 2,478,600	\$ 1,206,884	49%	\$ 269,700	\$ 108,270	40%	\$ 312,200	\$ 151,698	49% {2}	\$ 449,900	\$ 464,356	103% {3}	\$ 36,500	\$ 12,790	35% {4}	\$ 525,000	\$ 235,852	45%				\$ 4,071,900	\$ 2,179,850	54%
Non-operating:																								
Grants, interest, other income	\$ 547,360	\$ 201,691	37% {1}	\$ 500,000	\$ -	NA	\$ 1,330,000	\$ 18,721	1%	\$ 47,500	\$ 300	1%	\$ 111,000	\$ -	0%				\$ 8,500,000	\$ 333,497	4%	\$ 11,035,860	\$ 554,209	
Transfers In																			\$ 2,000,000	\$ -	NA {5}	\$ 2,000,000	\$ -	0%
TOTAL	\$ 3,025,960	\$ 1,408,576	47%	\$ 769,700	\$ 108,270	14%	\$ 1,642,200	\$ 170,419	10%	\$ 497,400	\$ 464,656	93%	\$ 147,500	\$ 12,790	9%	\$ 525,000	\$ 235,852	45%	\$ 10,500,000	\$ 333,497	3%	\$ 17,107,760	\$ 2,734,060	16%
EXPENSES																								
Operating																								
Personal Services	\$ 133,729	\$ 41,550	31%	\$ 7,845	\$ 7,509	96%	\$ 5,660	\$ 5,542	98%	\$ 164,396	\$ 91,063	55%	\$ 67,540	\$ 33,254	49%	\$ 150,450	\$ 26,271	17%				\$ 529,620	\$ 205,190	39%
Materials & Services	\$ 1,187,800	\$ 617,439	52%	\$ 135,900	\$ 52,447	39%	\$ 200,150	\$ 111,740	56%	\$ 171,250	\$ 58,898	34%	\$ 184,500	\$ 64,507	35%	\$ 139,000	\$ 33,435	24%				\$ 2,018,600	\$ 938,466	46%
Internal Services (Admin/OH)	\$ 853,462	\$ 292,260	34%	\$ 261,849	\$ 107,750	41%	\$ 390,226	\$ 188,499	48%	\$ 524,240	\$ 88,082	17%	\$ 313,099	\$ 310,027	99%	\$ 287,668	\$ 65,072	23%				\$ 2,630,544	\$ 1,051,691	
Debt Service										\$ 95,000	\$ 64,655	68%										\$ 95,000	\$ 64,655	68%
Subtotal	\$ 2,174,991	\$ 951,249	44%	\$ 405,594	\$ 167,705	41%	\$ 596,036	\$ 305,782	51%	\$ 954,886	\$ 302,698	32%	\$ 565,139	\$ 407,788	72%	\$ 577,118	\$ 124,779	22%	\$ -	\$ -	NA	\$ 5,273,764	\$ 2,260,001	43%
Non-Operating																								
Capital Outlay	\$ 2,785,000	\$ 187,621	7%	\$ 530,000	\$ -	0%	\$ 2,105,000	\$ 54,068	3%	\$ 30,000	\$ 3,984	13%	\$ 300,000	\$ -	0%	\$ 1,200,000	\$ 936,812	78%				\$ 6,950,000	\$ 1,182,485	17%
Transfers Out	\$ -	\$ -																	\$ 981,800	\$ 910,800	93% {6}	\$ 981,800	\$ 910,800	
Special	\$ -	\$ -																	\$ 71,000	\$ -	0% {7}	\$ 71,000	\$ -	
Contingency	\$ -	\$ -																	\$ 10,550,000	\$ -	0%	\$ 10,550,000	\$ -	0%
Other	\$ -	\$ -																				\$ -	\$ -	
Subtotal	\$ 2,785,000	\$ 187,621	7%	\$ 530,000	\$ -	0%	\$ 2,105,000	\$ 54,068	3%	\$ 30,000	\$ 3,984	13%	\$ 300,000	\$ -	0%	\$ 1,200,000	\$ 936,812	78%	\$ 11,602,800	\$ 910,800	8%	\$ 18,552,800	\$ 2,093,285	11%
TOTAL	\$ 4,959,991	\$ 1,138,870	23%	\$ 935,594	\$ 167,705	18%	\$ 2,701,036	\$ 359,850	13%	\$ 984,886	\$ 306,682	31%	\$ 865,139	\$ 407,788	47%	\$ 1,777,118	\$ 1,061,591	60%	\$ 11,602,800	\$ 910,800	8%	\$ 23,826,564	\$ 4,353,287	18%
NET INCOME																								
Operating	\$ 303,609	\$ 255,635		\$ (135,894)	\$ (59,436)		\$ (283,836)	\$ (154,084)		\$ (504,986)	\$ 161,658		\$ (528,639)	\$ (394,998)		\$ (52,118)	\$ 111,074		\$ -	\$ -		\$ (1,201,864)	\$ (80,151)	
Non-Operating	\$ (2,237,640)	\$ 14,070		\$ (30,000)	\$ -		\$ (775,000)	\$ (35,347)		\$ 17,500	\$ (3,684)		\$ (189,000)	\$ -		\$ (1,200,000)	\$ (936,812)		\$ (1,102,800)	\$ (577,303)		\$ (5,516,940)	\$ (1,539,076)	
TOTAL	\$ (1,934,031)	\$ 269,705		\$ (165,894)	\$ (59,436)		\$ (1,058,836)	\$ (189,431)		\$ (487,486)	\$ 157,974		\$ (717,639)	\$ (394,998)		\$ (1,252,118)	\$ (825,738)		\$ (1,102,800)	\$ (577,303)		\$ (6,718,804)	\$ (1,619,227)	
BEG. FUND BALANCE																			\$ 13,500,000	\$ -		\$ 13,500,000	\$ -	
END. FUND BALANCE																			\$ 12,397,200	\$ (577,303)		\$ 6,781,196	\$ (1,619,227)	

- {1} The City of Hood River is reimbursing the Port for sewer and/or stormwater easements behind Big 7
- {2} Airport T-hangar income is reported when billed in December/January
- {3} The majority of Marina Moorage revenue is recognized when billed in December
- {4} The majority of Waterfront Recreation revenue is received in late spring/early summer
- {5} This is the last toll transfer into the General Fund. It will be completed on 6/30/2026.
- {6} This is the transfer to the Administration Fund for the PERS rate buydown.
- {7} This is support for the Foundation. There are starting to be some expenses that will show up in the next report.

PORT OF HOOD RIVER

FY25 COMMERCIAL PROPERTIES DEPT. BY BUILDING - BUDGET VS ACTUAL

For the period ending December 31, 2025 (50%)

		Marina West			Marina East			Port Office Building			TOTAL COMM. PROPERTIES		
		BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%
REVENUE													
	Operating	\$ 51,000	\$ 16,728	33%	\$ 52,700	\$ 8,542	16%	\$ 166,000	\$ 83,000	50%	\$ 269,700	\$ 108,270	40%
	Non-operating:					\$ -							
	Grants, interest, other income			NA			NA	\$ 500,000		0%	\$ 500,000	\$ -	0%
	TOTAL	\$ 51,000	\$ 16,728	33%	\$ 52,700	\$ 8,542	16%	\$ 666,000	\$ 83,000	12%	\$ 500,000	\$ 108,270	22%
EXPENSES													
	Operating												
	Personal Services	\$ 7,715	\$ 2,503	32%	\$ 7,715	\$ 2,503	32%	\$ 7,715	\$ 2,503	32%	\$ 23,145	\$ 7,509	32%
	Materials & Services	\$ 50,900	\$ 19,612	39%	\$ 51,200	\$ 16,225	32%	\$ 33,800	\$ 16,610	49%	\$ 135,900	\$ 52,447	39%
	Internal Services (Admin/OH)	\$ 60,553	\$ 8,455	14%	\$ 44,329	\$ 17,347	39%	\$ 141,667	\$ 81,948	58%	\$ 246,549	\$ 107,750	44%
	Subtotal	\$ 119,168	\$ 30,569	26%	\$ 103,244	\$ 36,075	35%	\$ 183,182	\$ 101,061	55%	\$ 405,594	\$ 167,705	41%
	Non-Operating												
	Capital Outlay	\$ 20,000	\$ -	0%	\$ 10,000	\$ -	0%	\$ 500,000	\$ -	0%	\$ 530,000	\$ -	0%
	Subtotal	\$ 20,000	\$ -	0%	\$ 10,000	\$ -	0%	\$ 500,000	\$ -	0%	\$ 530,000	\$ -	0%
	TOTAL	\$ 139,168	\$ 30,569	22%	\$ 113,244	\$ 36,075	32%	\$ 683,182	\$ 101,061	15%	\$ 935,594	\$ 167,705	18%
NET INCOME													
	Operating	\$ (68,168)	\$ (13,841)		\$ (50,544)	\$ (27,533)		\$ (17,182)	\$ (18,061)		\$ (135,894)	\$ (59,436)	
	Non-Operating	\$ (20,000)	\$ -		\$ (10,000)	\$ -		\$ -	\$ -		\$ (30,000)	\$ -	
	TOTAL	\$ (88,168)	\$ (13,841)		\$ (60,544)	\$ (27,533)		\$ (17,182)	\$ (18,061)		\$ (165,894)	\$ (59,436)	

PORT OF HOOD RIVER

FY25 MARINA BASIN DEPT. BY AREA - BUDGET VS ACTUAL

For the period ending December 31, 2025 (50%)

	Marina Moorage			Boat Launch			Jetty Cruise Ship Dock			Seasonal Dock			Marina Green			TOTAL MARINA BASIN				
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%		
REVENUE																				
Operating	\$ 409,500	\$ 439,580	107%	{1}	\$ -	\$ 5,334	NA	\$ 19,700	\$ 12,017	61%				\$ 20,700	\$ 7,425	36%	\$ 449,900	\$ 464,356	103%	
Non-operating																				
Grants, interest, other income	\$ 20,000	\$ 300	2%		\$ 7,000	\$ -	0%					\$ 20,500	\$ -	0%		NA	\$ 47,500	\$ 300	1%	
TOTAL	\$ 429,500	\$ 439,880	102%		\$ 7,000	\$ 5,334	76%	\$ 19,700	\$ 12,017	61%		\$ 20,500	\$ -	0%	\$ 20,700	\$ 7,425	36%	\$ 497,400	\$ 464,656	93%
EXPENSES																				
Operating																				
Personal Services	\$ 84,900	\$ 62,351	73%											\$ 79,496	\$ 28,713	36%	\$ 164,396	\$ 91,063	55%	
Materials & Services	\$ 111,000	\$ 37,237	34%		\$ 6,000	\$ 1,645	27%	\$ 5,500	\$ 3,655	66%	\$ 2,000	\$ -	0%	\$ 46,750	\$ 16,360	35%	\$ 171,250	\$ 58,898	34%	
Internal Services (Admin/OH)	\$ 164,433	\$ 67,551	41%		\$ 673	\$ 231	34%	\$ 261	\$ 92	35%	\$ -	\$ -		\$ 358,873	\$ 20,208	6%	\$ 524,240	\$ 88,082	17%	
Debt Service	\$ 95,000	\$ 64,655	68%													NA	\$ 95,000	\$ 64,655	68%	
Subtotal	\$ 455,333	\$ 231,794	51%		\$ 6,673	\$ 1,876	28%	\$ 5,761	\$ 3,747	65%	\$ 2,000	\$ -	0%	\$ 485,119	\$ 65,281	13%	\$ 954,886	\$ 302,698	32%	
Non-Operating																				
Capital Outlay	\$ 20,000	\$ 3,984	20%											\$ 10,000	\$ -	0%	\$ 30,000	\$ 3,984	13%	
Subtotal	\$ 20,000	\$ 3,984	20%		\$ -	\$ -	NA	\$ -	\$ -	NA	\$ -	\$ -		\$ 10,000	\$ -	0%	\$ 30,000	\$ 3,984	13%	
TOTAL	\$ 475,333	\$ 235,778	50%		\$ 6,673	\$ 1,876	28%	\$ 5,761	\$ 3,747	65%	\$ 2,000	\$ -	0%	\$ 495,119	\$ 65,281	13%	\$ 984,886	\$ 306,682	31%	
NET INCOME																				
Operating	\$ (45,833)	\$ 207,786			\$ (6,673)	\$ 3,458		\$ 13,939	\$ 8,270		\$ (2,000)	\$ -		\$ (464,419)	\$ (57,856)		\$ (504,986)	\$ 161,658		
Non-Operating	\$ -	\$ (3,684)			\$ 7,000	\$ -		\$ -	\$ -		\$ 20,500	\$ -		\$ (10,000)	\$ -		\$ 17,500	\$ (3,684)		
TOTAL	\$ (45,833)	\$ 204,102			\$ 327	\$ 3,458		\$ 13,939	\$ 8,270		\$ 18,500	\$ -		\$ (474,419)	\$ (57,856)		\$ (487,486)	\$ 157,974		

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

PORT OF HOOD RIVER

FY25 WATERFRONT RECREATION DEPT. BY SITE - BUDGET VS ACTUAL

For the period ending December 31, 2025 (50%)

		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	\$ 10,330	52%	\$ 5,000	\$ 1,385	28%	\$ 8,000	\$ 425	5%	\$ 3,500	\$ 650	19%				\$ 36,500	\$ 12,790	35%
	Non-operating:																		
	Grants, interest, other income	\$ 91,000	\$ -	0%	\$ 20,000	\$ -	0%			NA							\$ 111,000	\$ -	0%
	TOTAL	\$ 111,000	\$ 10,330	9%	\$ 25,000	\$ 1,385	6%	\$ 8,000	\$ 425	5%	\$ 3,500	\$ 650	19%	\$ -	\$ -	NA	\$ 147,500	\$ 12,790	9%
EXPENSES																			
	Operating																		
	Personal Services	\$ 42,460	\$ 24,940	59%	\$ 8,360	\$ 2,771	33%	\$ 8,360	\$ 2,771	33%	\$ 8,360	\$ 2,771	33%	\$ -	\$ -		\$ 67,540	\$ 33,254	49%
	Materials & Services	\$ 114,000	\$ 27,411	24%	\$ 27,000	\$ 17,563	65%	\$ 15,500	\$ 4,811	31%	\$ 22,500	\$ 5,499	24%	\$ 5,500	\$ 9,224	168% {1}	\$ 184,500	\$ 64,507	35%
	Internal Services (Admin/OH)	\$ 164,984	\$ 173,791	105%	\$ 71,362	\$ 85,435	120%	\$ 37,928	\$ 23,831	63%	\$ 38,825	\$ 26,971	69%				\$ 313,099	\$ 310,027	99%
	Subtotal	\$ 321,444	\$ 226,142	70%	\$ 106,722	\$ 105,769	99%	\$ 61,788	\$ 31,413	51%	\$ 69,685	\$ 35,241	51%	\$ 5,500	\$ 9,224	168%	\$ 565,139	\$ 407,788	72%
	Non-Operating																		
	Capital Outlay	\$ 115,000	\$ -	0%	\$ 120,000	\$ -	0%	\$ -	\$ -	NA	\$ -	\$ -		\$ 65,000	\$ -	0%	\$ 300,000	\$ -	0%
	Subtotal	\$ 115,000	\$ -	0%	\$ 120,000	\$ -	0%	\$ -	\$ -	NA				\$ 65,000	\$ -	0%	\$ 300,000	\$ -	0%
	TOTAL	\$ 436,444	\$ 226,142	52%	\$ 226,722	\$ 105,769	47%	\$ 61,788	\$ 31,413	51%	\$ 69,685	\$ 35,241	51%	\$ 70,500	\$ 9,224	13%	\$ 865,139	\$ 407,788	47%
NET INCOME																			
	Operating	\$ (301,444)	\$ (215,812)		\$ (101,722)	\$ (104,384)		\$ (53,788)	\$ (30,988)		\$ (66,185)	\$ (34,591)		\$ (5,500)	\$ (9,224)		\$ (528,639)	\$ (394,998)	
	Non-Operating	\$ (24,000)	\$ -		\$ (100,000)	\$ -		\$ -	\$ -		\$ -	\$ -		\$ (65,000)	\$ -		\$ (189,000)	\$ -	
	TOTAL	\$ (325,444)	\$ (215,812)		\$ (201,722)	\$ (104,384)		\$ (53,788)	\$ (30,988)		\$ (66,185)	\$ (34,591)		\$ (70,500)	\$ (9,224)		\$ (717,639)	\$ (394,998)	

{1} This includes cleanup on the Indian Creek Trail. Although it is overbudget for the line item it does not affect the overall General Fund budget because the amount is so small compared to other operational budgets.

PORT OF HOOD RIVER
 FY25 ADMINISTRATION FUND ANALYSIS BY DEPARTMENT - BUDGET VS ACTUAL
 For the period ending December 31, 2025 (50%)

	Executive/Contracting			Communications/IT			Finance/General Office			Human Resources/Payroll			Insurance/Risk/Safety			Maintenance			Non-Departmental			TOTAL ADMINISTRATION FUND				
	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%	BUDGET	YTD	%		
REVENUE																										
Operating	\$ 668,822	\$ 274,466	41%	\$ 221,450	\$ 87,466	39%	\$ 858,578	\$ 481,778	56%	\$ 252,650	\$ 102,979	41%	\$ 193,000	\$ 86,242	45%	\$ 1,360,300	\$ 608,876	45%	\$ 55,000	\$ 24,903	45%	{1}	\$ 3,609,800	\$ 1,666,710	46%	
Non-operating:																										
Grants, interest, other income	\$ 50,000	\$ -	0%						NA	\$ 300,000	\$ 300,000	NA	{2}		\$ -	\$ 5,065	NA	\$ 550,000	\$ 88	0%		\$ 900,000	\$ 305,153	34%		
Transfers In	\$ -		NA						NA	\$ 1,200,000	\$ 1,200,000	100%	{3}										\$ 1,200,000	\$ 1,200,000	100%	
TOTAL	\$ 718,822	\$ 274,466	38%	\$ 221,450	\$ 87,466	39%	\$ 858,578	\$ 481,778	56%	\$ 1,752,650	\$ 1,602,979	91%		\$ 193,000	\$ 86,242	45%	\$ 1,360,300	\$ 613,941	45%	\$ 605,000	\$ 24,992	4%		\$ 5,709,800	\$ 3,171,863	56%
EXPENSES																										
Operating																										
Personal Services	\$ 398,100	\$ 203,435	51%	\$ 39,050	\$ 17,202	44%	\$ 555,150	\$ 316,604	57%	\$ 179,650	\$ 63,468	35%	\$ -	\$ -	NA	\$ 1,157,000	\$ 569,009	49%					\$ 2,328,950	\$ 1,169,719	50%	
Materials & Services	\$ 340,150	\$ 71,030	21%	\$ 182,400	\$ 70,263	39%	\$ 339,000	\$ 165,174	49%	\$ 73,000	\$ 39,511	54%	\$ 193,000	\$ 86,242	45%	\$ 118,300	\$ 44,932	38%					\$ 1,245,850	\$ 477,152	38%	
Subtotal	\$ 738,250	\$ 274,466	37%	\$ 221,450	\$ 87,466	39%	\$ 894,150	\$ 481,778	54%	\$ 252,650	\$ 102,979	41%	\$ 193,000	\$ 86,242	45%	\$ 1,275,300	\$ 613,941	48%	\$ -	\$ -	NA		\$ 3,574,800	\$ 1,646,871	46%	
Non-Operating																										
Capital Outlay							\$ -	\$ -							NA	\$ 85,000	\$ -	0%					\$ 85,000	\$ -	0%	
Contingency															NA				\$ 550,000	\$ -	0%		\$ 550,000	\$ -	0%	
Other										\$ 1,500,000	\$ 1,500,000	100%	{4}		NA								\$ 1,500,000	\$ 1,500,000	100%	
Subtotal	\$ -	\$ -	NA	\$ -	\$ -	NA	\$ -	\$ -	NA	\$ 1,500,000	\$ 1,500,000	100%		\$ -	\$ -	NA	\$ 85,000	\$ -	0%	\$ 550,000	\$ -	NA		\$ 2,135,000	\$ 1,500,000	70%
TOTAL	\$ 738,250	\$ 274,466	37%	\$ 221,450	\$ 87,466	39%	\$ 894,150	\$ 481,778	54%	\$ 1,752,650	\$ 1,602,979	91%		\$ 193,000	\$ 86,242	45%	\$ 1,360,300	\$ 613,941	45%	\$ 550,000	\$ -	NA		\$ 5,709,800	\$ 3,146,871	55%
NET INCOME																										
Operating	\$ (69,428)	\$ 0		\$ -	\$ 0		\$ (35,572)	\$ (0)		\$ -	\$ 0		\$ -	\$ 0		\$ 85,000	\$ (5,065)		\$ 55,000	\$ 24,903			\$ 35,000	\$ 19,839		
Non-Operating	\$ 50,000	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ (85,000)	\$ 5,065		\$ -	\$ 88			\$ (35,000)	\$ 5,153		
TOTAL	\$ (19,428)	\$ 0		\$ -	\$ 0		\$ (35,572)	\$ (0)		\$ -	\$ 0		\$ -	\$ 0		\$ -	\$ (0)		\$ 55,000	\$ 24,992			\$ -	\$ 24,992		

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

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Commission Memo

Prepared by: Amanda Rose
Date: February 17, 2026
Re: Proposed South Building Development –
pFriem Family Brewers (Halyard Site)



BACKGROUND

pFriem Family Brewers is a valued long-standing tenant in the Halyard Building and a growing brewery within the Hood River community. The company employs more than 100 Gorge residents and is recognized as both a regional and national brand, contributing significantly to the local economy and the vitality of the waterfront.

pFriem has formally approached the Port to explore the opportunity for continued growth at the Halyard site, including the potential development of a new 5,280 square foot purpose-built mental building on the south side of the property to support expanded packaging operations. The preliminary construction estimate is approximately \$2.1 million, with potential minor value engineering reductions. If developed by the Port and incorporated into the existing lease, the financial performance of the project will depend on lease rate structure and term length. At legacy lease rates, the return would fall below prudent investment thresholds; however, at market-aligned industrial build-to-suit rates with a long-term lease extension, the project could support stabilized returns in the 6–7% range while strengthening the Halyard campus as a long-term employment and economic anchor on the waterfront. Given the size of the capital investment and the strategic implications for the Port’s real estate portfolio, further detailed financial review is warranted.

RECOMMENDATION: Informational, though staff does look for consensus from the Commission to allow staff to begin a formal financial analysis, including return modeling, debt capacity review, lease rate sensitivity scenarios, and long-term asset valuation impacts, to determine whether construction of the proposed south building represents a financially sound investment and aligns with the Port’s broader strategy for continued investment in the Halyard Building. Future proposals would then be brought back to the Commission for formal approval.


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pFriem Family Brewers Halyard Site Development

February 17, 2026

1

pFriem Family Brewers Update



650+ WOODEN BARRELS IN OUR BARREL AGED PROGRAM

54K TOTAL BARRELS PRODUCED IN 2025

58K ESTIMATED TOTAL BARRELS PRODUCED IN 2026


#2 Independent Producer in OR

#40 Producer in USA


120 Employees in Gorge

Established in 2012 in Halyard building








Josh Pfriem
Co-Founder & Brewmaster




Rudy Kellner
Co-Founder & CEO



Sonya White
CFO & Co-Owner

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2

Recent Community Efforts

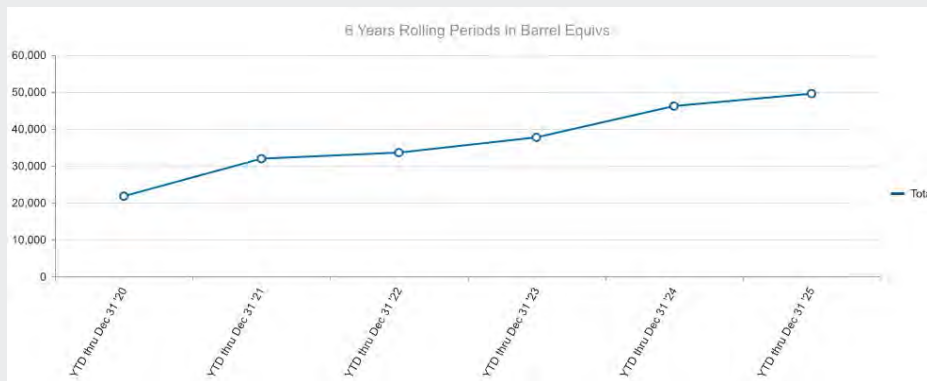


pFriem donated >\$35k in 2025 to local PacNW causes supporting community, land stewardship and water quality & conservation initiatives



3

pFriem Continues to Grow in a Challenged Market



Total Volume Growth 2020 – 2025

127%



4

Looking Ahead

Halyard Building is nearing capacity

- Last incremental expansion happening Spring '26
- Allows pFriem to create additional keggling capacity

pFriem needs additional continuous production space for growth

- Needs to be adjacent to Halyard building for continuity of operations
 - Brewing, keggling, canning need to be co-located
- pFriem has evaluated alternative spaces in Gorge, but co-location is a requirement

Best alternative is to continue development of Halyard site

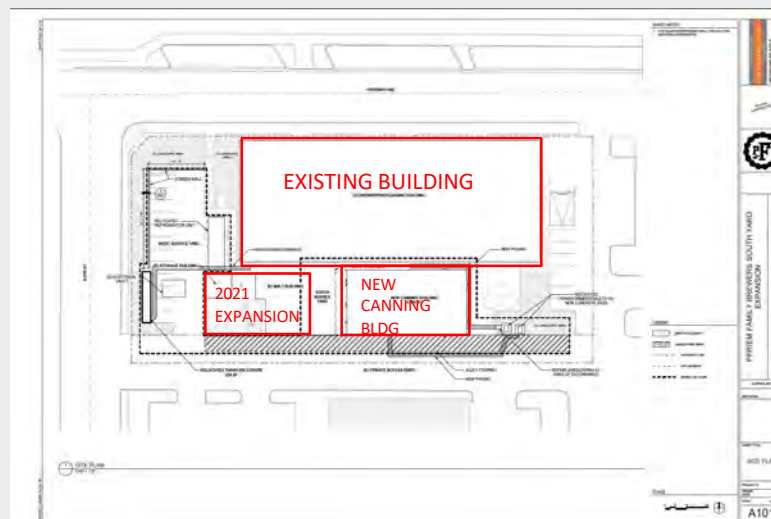
- Keeps growing pFriem footprint in Hood River
- Metal building on S side of Halyard dedicated to packaging operations

PFRIEM

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Preliminary site plan and design completed



PFRIEM

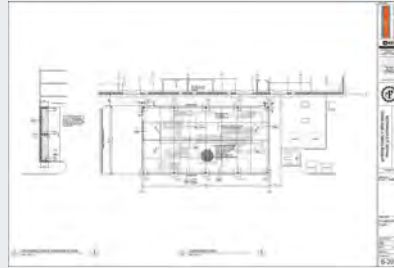
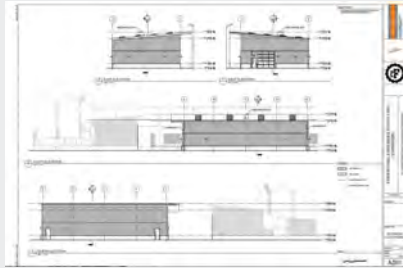
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Purpose-Built Metal Building

pFriem has invested in a design set for a new structure on Halyard Site

- 5,280sf metal building (similar to malt room already on site)
- Full civil and site conformance analysis complete
- Basic plumbing and electrical design complete
- Building dedicated for upgraded canning line and packaging operations
- Ideal construction start Winter '26 – 6-9 month construction timeline



7

Economics and Next Steps

pFriem has completed a ROM analysis with Kirby Nagelhout Construction Co.

- KNCC familiar with site and has completed 3 expansion projects for pFriem
- pFriem would like to explore creative partnership with PoHR to develop the site
 - Partner with staff to develop options for pFriem & PoHR to build
- ROM is \$2.1M with VE options in \$100k-\$200k range
- pFriem would invest >\$1.5M of equipment/fit-out



8

Prepared by: Kevin Greenwood
Date: February 17, 2026
Re: ACEC State Award Video



Staff will show a five minute video that was presented at the American Council of Engineering Companies (ACEC) annual conference in Tigard, Ore. on January 29, 2026. The video summarizes the engineering effort that went into the June 2024 emergency bridge strike closing the bridge for three days and to truck traffic for almost three weeks. The project now moves forward to the national ACEC competition.

RECOMMENDATION: Informational only

ATTACHMENT: ACEC Press Release

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Port of Hood River, HDR honored by ACEC Oregon for emergency bridge response

TIGARD, Ore. – Jan. 29, 2026 -- The **American Council of Engineering Companies of Oregon**, the statewide professional association representing private engineering firms, has awarded its **State Project of the Year** honor to the **Port of Hood River** and its structural bridge engineer of record, **HDR**, for their response to a June 27, 2024 emergency on the Hood River–White Salmon Bridge.

The award recognizes the engineering excellence, innovation, and public value demonstrated after a semi-truck carrying an excavator struck multiple overhead structural members on the 100-year-old lift bridge, forcing its closure and disrupting the only Columbia River crossing between Hood River, Oregon, and White Salmon, Washington.

Rapid response and engineering leadership

Within hours of the collision, Port staff coordinated with HDR engineers to assess the damage and close the bridge based on engineering recommendations. HDR immediately mobilized a multidisciplinary team to perform an expedited structural analysis, drawing on historic bridge plans, recent load ratings, and field reconnaissance conducted using Port equipment.

The engineering effort was led by **Justin Doornink**, HDR’s project manager for the bridge. The analysis focused on three critical safety determinations: whether maritime traffic could safely pass beneath the bridge, whether limited vehicular traffic could resume, and whether lift-span operations could continue.

In parallel, **Kiewit Infrastructure West** provided independent peer review and constructability analysis. Commissioner **Mike Fox** leveraged his role on the Hood River–White Salmon Bridge Authority to help facilitate emergency coordination with Kiewit, accelerating review and repair planning while maintaining appropriate governance boundaries.

Between the afternoon of June 27 and the Sunday morning emergency Commission meeting on June 30, HDR and Kiewit engineers worked continuously—overnight and through the weekend—devoting hundreds of professional hours to structural analysis, peer review, and repair sequencing ahead of public decision-making.

Unprecedented public transparency

The Port Commission convened an emergency public meeting at 10 a.m. on Sunday, June 30, marking what appears to be the first Sunday morning Commission meeting in the Port's history. The meeting was live-streamed and archived, allowing the public to observe real-time engineering presentations, Commission deliberations, and emergency authorizations.

Typical Port Commission meetings attract fewer than 50 combined live and archived YouTube views. The June 30 emergency meeting drew nearly 2,000 views, reflecting intense regional interest and the public's reliance on transparent, timely information about the bridge.

During the incident, **Kristi Chapman**, who was serving as Commission president at the time, presided over the emergency meeting and guided the Commission through deliberations that balanced safety, economic continuity, and public accountability.

Operational firsts during the repair period

The Port's After Action Report (AAR) documents several operational firsts implemented during the emergency response. Most notably, the Port instituted continuous, 24/7 manned traffic control at both ends of the bridge to prevent over-height vehicles from entering the structure while overhead members were damaged.

Rather than relying solely on signage, Port staff and contracted security actively intercepted and turned around prohibited vehicles. This marked the first time the Port had implemented sustained, round-the-clock, physically manned flagging over a multi-week period to control vehicle access on the bridge.

The approach reflected engineering guidance that the primary risk during the repair period was vertical clearance, not structural load capacity, and allowed limited vehicular traffic to resume safely while permanent repairs were completed.

Governance, compliance, and lessons learned

The AAR also documents compliance with Oregon public meeting laws, emergency procurement statutes, and Port policies. Emergency findings were developed with legal counsel, enabling the

Port to proceed with direct contracting for engineering and construction services while preserving Commission oversight and public transparency.

In addition to documenting the response, the AAR includes a look-back identifying opportunities to strengthen future preparedness, such as updating emergency contact protocols, refining bridge-specific emergency plans, and expanding staff familiarity with the National Incident Management System.

Recognition beyond the state level

In honoring the project, ACEC Oregon recognized not only the structural repair, but a coordinated emergency management response that combined engineering rigor, operational discipline, and public accountability.

ACEC Oregon is the state member organization of the American Council of Engineering Companies, which represents the business interests of engineering firms nationwide and administers the prestigious Engineering Excellence Awards program. As Oregon's **State Project of the Year**, the Hood River Bridge emergency response project now advances for consideration in the **national ACEC Engineering Excellence Awards**, placing the Port and its partners among the top engineering achievements in the country.

As documented in the After Action Report, the Port's response was guided by two priorities: public safety first, and reopening the bridge as quickly as engineering allowed. The successful execution of those priorities—under intense public scrutiny and on an accelerated timeline—now stands as a benchmark example of effective emergency management and the basis for statewide and national professional recognition.

For more information, contact: Kevin Greenwood, Executive Director, Port of Hood River, 541-386-1138.

Picture 1



From left: Mark Leece, president of the American Council of Engineering Companies of Oregon; Kevin Greenwood, executive director of the Port of Hood River; Justin Doornink, vice president with HDR; and Marc Butorac, past president of ACEC Oregon pose after accepting the State Project of the Year award during the ACEC Oregon Engineering Excellence Awards Banquet on Jan. 29, 2026, in Tigard, Ore. The award recognizes the emergency response to the June 27, 2024 Hood River Bridge incident.

Pic 2



Kevin Greenwood, executive director of the Port of Hood River, poses with the HDR project team after the Port and HDR received the State Project of the Year award from the American Council of Engineering Companies of Oregon during the Engineering Excellence Awards Banquet on Jan. 29, 2026, in Tigard, Ore.

Justin Doornink, HDR (left with award); Kevin Greenwood, Port of Hood River (right with award); and members of the HDR team.

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Commission Memo

Prepared by: Kevin Greenwood, Exec. Director
Date: February 17, 2026
Re: Hood River Confluence Feasibility Study



PURPOSE

The purpose of this agenda item is to provide the Commission and public with an overview of the Hood River Confluence Feasibility Study, a federally authorized ecosystem restoration study being conducted by the U.S. Army Corps of Engineers (USACE), and to clarify the Port's role and interests in the process.

BACKGROUND

The Hood River Confluence Feasibility Study was authorized by Congress under the Water Resources Development Act (WRDA) of 2020. The study is now fully funded and underway, with the USACE serving as the lead federal agency. The Hood River Watershed Group (HRWG) is participating as a local partner supporting study coordination, stakeholder engagement, and technical input.

The Port of Hood River has been identified as a non-federal sponsor and landowner within the study area due to its ownership and operation of facilities near the confluence of the Hood River and Columbia River, including Nicholls Basin and the marina.

The feasibility study will evaluate existing physical and ecological conditions and develop potential alternatives aimed at improving aquatic habitat, hydraulic connectivity, and ecosystem function at the river confluence. The study will include technical analysis of sediment dynamics, river circulation, and habitat conditions.

PRESENTATION SUMMARY

The Hood River Watershed Group has been invited to present to the Commission to provide an overview of:

- The purpose, scope, and timeline of the feasibility study
- The roles and responsibilities of project partners, including the Port
- The technical and environmental factors being evaluated
- The process by which potential restoration alternatives will be developed and reviewed
- Opportunities for ongoing coordination with the Port and other stakeholders

This presentation is informational only and is intended to ensure the Commission is aware of the study's objectives and process, particularly given the Port's status as a landowner and project partner.

PORT INTERESTS AND NEXT STEPS

At this stage, no specific project alternatives have been proposed, and the feasibility study does not obligate the Port to approve or participate in future construction. The study will help determine whether restoration actions are technically feasible, environmentally beneficial, and supported by project partners.

Port staff will continue to monitor the study and coordinate with USACE, HRWG, and other partners to ensure that Port operations, infrastructure, navigation, and recreational uses are appropriately considered as the feasibility analysis progresses.

BUDGET IMPACTS

The feasibility study is fully funded through federal appropriations and secured non-federal partner contributions, and no direct financial contribution from the Port is required at this time. Participation by the Port is limited to staff coordination, technical review, and engagement with project partners, which can be accommodated within existing operating budgets. The feasibility study does not obligate the Port to fund or participate in any future construction. Should the study advance to a recommended project that involves Port property or interests, any future financial commitments would be subject to separate Commission review and approval.

RECOMMENDATION: Informational only

ATTACHMENT: HRWG Powerpoint

Hood River Confluence Aquatic Ecosystem Restoration Study



Cindy Thieman, Hood River Watershed Group
Christine Longjohn, Confederated Tribes of
the Warm Springs

1

Study Genesis

- Port of Hood River & Merkley's office had project authorized in WRDA 2020
- Port's interest was "world class recreation AND world class salmon habitat"
- Watershed partners developed Strategic Action Plan-identified mainstem Hood River as high priority for restoration

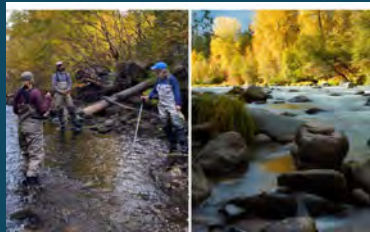


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Hood River Basin Partnership
Aquatic Habitat
Restoration Initiative

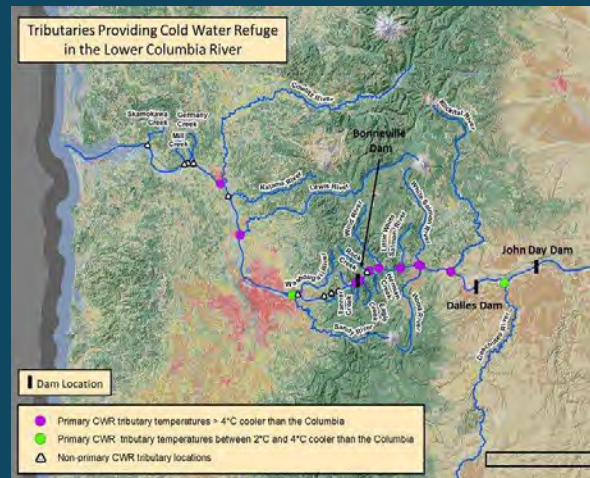


Core Partners: Hood River Watershed Group, Hood River Soil & Water Conservation District, Confederated Tribes of the Warm Springs, East Fork Irrigation District, Farmers Irrigation District, Middle Fork Irrigation District, Oregon Department of Fish & Wildlife, U.S. Forest Service

3

Hood River Watershed & Action Plan Highlights

1. Action Plan aligns with ODFW Lower Columbia Salmon & Steelhead Recovery Plan targets
2. 1 of 12 primary cold-water refuges on the Columbia
3. Restoration at Hood River-Columbia confluence benefits salmon & steelhead at a regional scale
4. High diversity of salmon & steelhead populations serve as a strong-hold in a warmer future



2

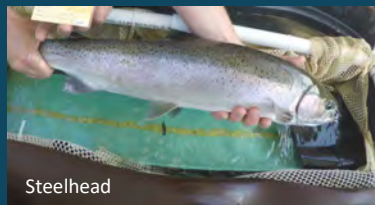
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Salmon, steelhead & bull trout recovery

Overarching Goal : By 2040, watershed conditions will support viable populations of salmon, steelhead, bull trout, Pacific lamprey, and other native fish.



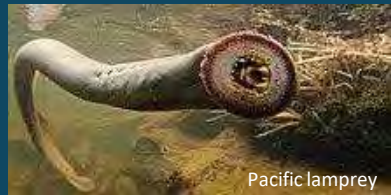
Chinook



Steelhead



Coho



Pacific lamprey



Juvenile cutthroat trout



Bull trout

5

Threats & Limiting Factors to Salmon & Steelhead



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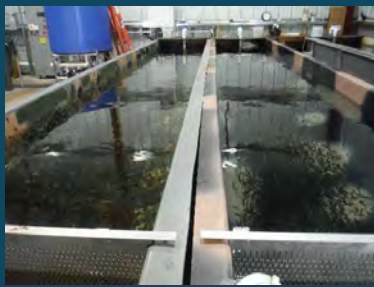
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The Cascade Mountains flank the Warm Springs Reservation on the west, and the Deschutes River forms its eastern border.



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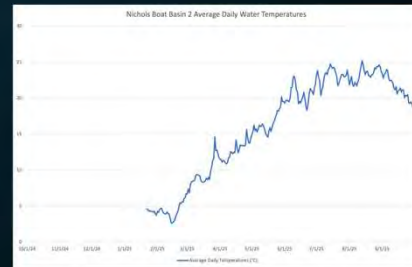
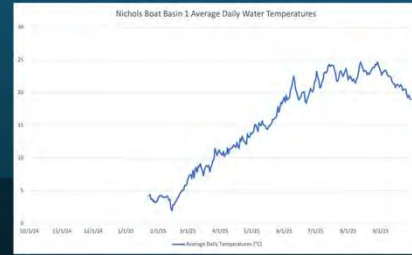
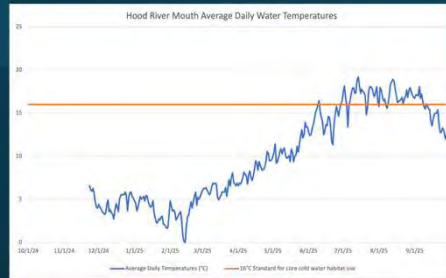
Confederated Tribes of the Warm Springs: Hood River Production Program



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Temperature Differences



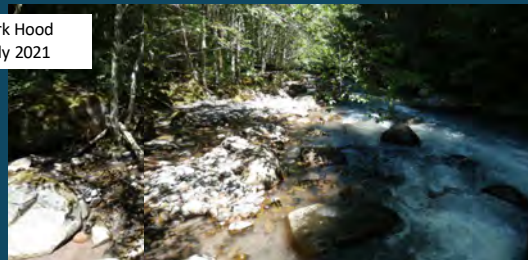
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Action Plan Strategy 1: Restore Instream & Floodplain Habitat Complexity & Diversity

Initiative Scope:

- 14 instream habitat & floodplain projects
- Large wood placement on 7 miles of stream
- Reconnection & restoration of 3 miles side channels/25 acres floodplain
- Restoration of 1-mile riparian zone

West Fork Hood River: July 2021

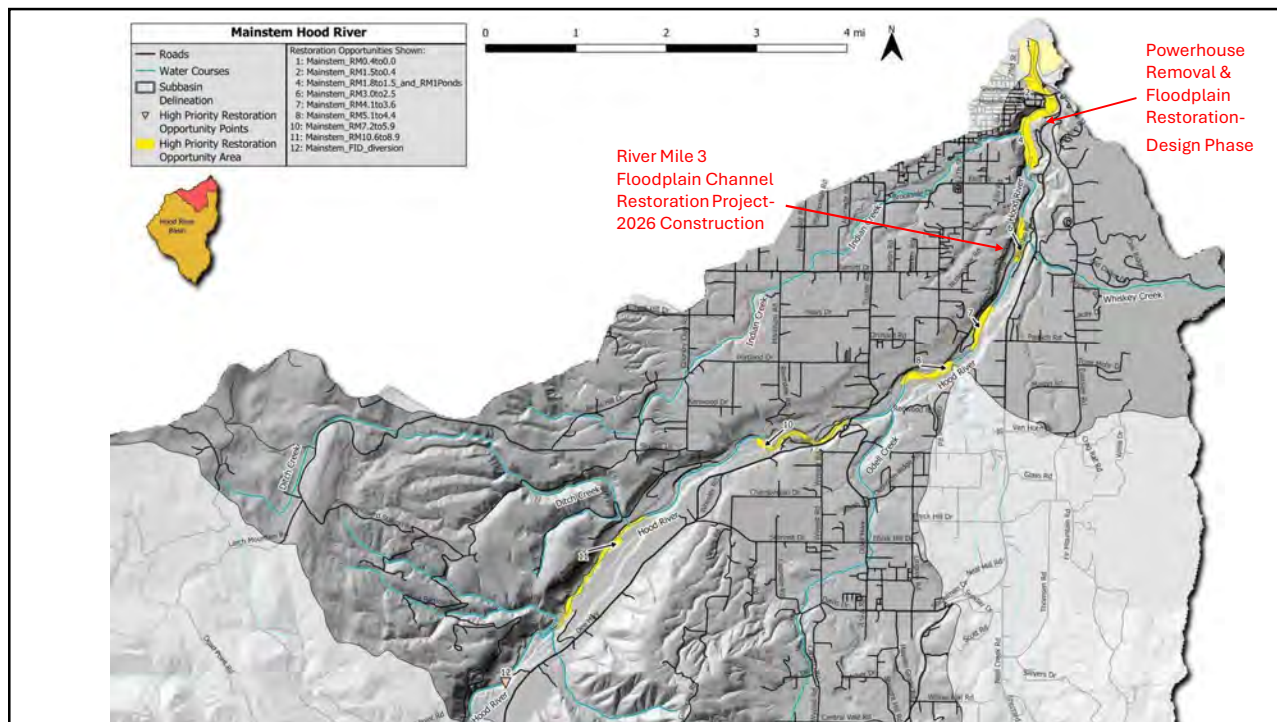


Same location in April 2022 after large wood placement & floodplain reconnection



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11

Aquatic Ecosystem Restoration- Section 206 of Water Resources Development Act

Overview. Under authority provided by this Act, the Corps may plan, design and build projects to restore aquatic ecosystems for fish and wildlife. Projects must improve the quality of the environment, be in the public interest, demonstrate cost effectiveness and be no more than \$10.0 million in total cost.

Project Process.

- **Feasibility Study:** Corps of Engineers conducts study, including determination of whether the project is in the federal interest, developing alternatives to achieve the restoration, evaluating the environmental effects of the alternatives, & providing a scope and cost estimate for project implementation. **Hood River study cost: HRWG \$823,000, Corps \$2,177,000**
- **Project Construction:** If feasibility report recommends implementation, Corps prepares project plans and specifications and obtains any required federal permits and manages construction of the project by a private contractor. **Construction cost TBD: Partners 35%, Corps 65%**

6

12

Hood River Confluence Restoration Project Objectives

- Create more diverse habitat on the Hood River for spawning & year-round rearing
- Expand quantity and quality of cold-water habitat for salmon moving up Columbia (cold water 'refuge')



13

Port of Hood River: questions & concerns

2006



2012



2019



14

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Executive Director's Report
February 17, 2026

ADMINISTRATION – KEVIN GREENWOOD

- *Indian Creek Transfer*
 - *All proof of ownership documents submitted to City Manager.*
 - *Surveyor is completing final legal descriptions for the three parcels.*
 - *Tommy Brooks is in process of preparing a statutory warranty deed that is needed to conclude the transfer perhaps as early as April.*
 - *There appears to have been an easement granted from the Port to the HRVP&RD, but an intergovernmental agreement between the Port and Parks District outlining responsibilities has yet to be found.*
 - *Andy Dwyer with the Oregon State Fire Marshal is separately looking to conduct a wildfire mitigation project on tax lot 300 near the Union St. Substation. The State Fire Marshal is working with the Columbia Land Trust to implement a fuels reduction project along the trail. A local non-profit, Ant Farm Youth Services, has a wildfire defense program where they offer hands on training for defensible space work near residences and more urbanized areas. The Port agreed to participate in the project, and encouraged the groups to include the City as preparation for any vegetative removal commenced.*
- *Strategic Business Plan Update*
 - *Procurement released Jan. 21*
 - *Sent out to over 6,000 vendors*
 - *One-on-one interviews with interested firms*
 - *Proposals due February 20th*
 - *President Gehring executed the \$75k grant application from Business Oregon (OBDD), however on February 4th, OBDD awarded the project \$50k.*
 - *Commission reviews scores and approves contract at March 17th regular meeting.*
- *Airport Terminal Project*
 - *Received data requested by Wes Cochran, EDA, from Jessica Metta, MCEDD, to incorporate into grant application.*
 - *A final review meeting of the application brought up a few re-writes necessary before submission.*
 - *Connect Oregon grant application due date has been pushed out until March 28, due to possible ODOT funding concerns. Staff continues to work on grant application.*
- *Bridge Closures*
 - *January 27 – intermittent lane closures at the entry ways for geotechnical investigations for the replacement project.*
- *The Pacific Coast Congress is a long-standing association of harbormasters and port managers along the west coast. Staff is looking into potential training opportunities and may include a membership request as part of the budget process.*
- *Statements of Economic Interest (SEI)*
 - *All Commissioners are required to file an SEI annually*
 - *Commissioners will receive an email from the Oregon Government Ethics Commission (OGEC) at their Port email address.*

- 2026 filing period opens on March 15 and closes on April 15
- Filings are completely web based.
- Check your emails or spam folders in mid-March.
- **Bridge Strike**
 - Progressive sent back some proposed revisions to the settlement agreement (SA) provided by Rapid ReadyMix's (RRM) bankruptcy attorney.
 - Wilson Elser is working out the final language of the SA.
 - The agreement does not exclude any proceeds due the port from unpaid lease payments.
 - Proceeds from the insurance settlement should be received by the end of April.
- Updates to Port's staff contacts webpage.
- Responded to OPPA call to protect the Connect Oregon program from legislative "claw-back" due to lack of transportation funding.
- Transferred possession of Waucoma Building plans (which the port has not owned for several years) to the City of Hood River.
- Worked with Jeff Renard on the Airport Fixed Based Operator (FBO) procurement document.
- Signed on administratively to a County of Hood River request for Transportation Funding.
- Follow up with Scott Reynier, Columbia Insurance, on identifying fuel operation insurance coverage.
- Waterfront Infrastructure Progress Report (see Attachment A)
- Communications/Special Projects Report (see Attachment B)
- Airport Management Reports (see Attachment C)
- Airport Minimum Standards (see Attachment D)
- SDAO Conference Summary (See Attachment E and F)
- Meetings Attended/Scheduled
 - SDAO Conference, Feb 5-8
 - HRWSBA, Feb 9
 - Staff Mtg, Feb 10
 - City Catch In, Feb 10
 - RAB Planning, Feb 11
 - Rotary Board, Feb 11
 - Bi-State Rec Network, Feb 23
 - Rotary, Feb 12
 - 200 Wasco, Feb 13
 - OPPA Legis, Feb 13
 - KIHR, Feb 16
 - Staff Mtg, Feb 17
 - Commission Mtg, Feb 21
 - Staff Mtg, Feb 18
 - Visit HR, Feb 18
 - CDS Open House, Feb 18
 - HDR Project, Feb 18
 - Rotary Crab Feed, Feb 19
 - ISS Open House, Feb 20
 - MCHA/CGHA, Feb 23
 - HRWSBA, Feb 23
 - Staff Mtg, Feb 24
 - Rotary Lunch, Feb 26
 - Admin Network, Feb 26
 - Airport Lunch, Mar 2
 - EDA Check In, Mar 3
 - Staff Mtg, Mar 3
 - Rotary Lunch, Mar 5
 - Rotary Programs, Mar 5
 - HRWSBA, Mar 9
 - Staff Mtg, Mar 10
 - City Mgr, Mar 10
 - Staff Mtg, Mar 10
 - WSP Planning, Mar 11
 - Rotary Board, Mar 11
 - Bi-State Rec Network, Mar 12
 - Rotary Lunch, Mar 12

FINANCE – DEBBIE SMITH-WAGAR

- **Hood River White Salmon Bridge Authority:**
 - We are in the final stages of getting the audit report completed. It is going to the Bridge Authority in March.
 - Still no news on the Bridge Investment Program (BIP) grants that the Bridge Authority hopes will fill the funding gap. Work is moving forward on design since there is sufficient funding available to complete that part of the project.

- **Port Audits:** We are still working on the 2023-24 fiscal year audit. We hope to have it wrapped up soon so we can work on the 2024-25 audit. We should have 2023-24 completed in the next month.
- **Budget:** We are moving forward on building the budget for the fiscal year that starts July 1, 2027. Departments are getting to have more input into the process and will be able to monitor their own budgets going forward.
- **Staff Training:** Debbie attended a full day of local government financial accounting training in January. The Governmental Accounting Standards Board continues to issue new standards, so regular training is helpful to stay on top of the new pronouncements.

REAL ESTATE/ASSET MANAGEMENT – AMANDA ROSE

Property Management Summary: The Port's real estate portfolio continues to perform steadily, with each property reflecting proactive management, strong tenant relationships, and thoughtful long-term planning. At Big 7, we are preparing for a smooth tenant transition while supporting the City's stormwater project and nearing the opening of Industrial Street Studio, positioning the building for continued vibrancy and full utilization. Jensen remains actively managed through coordination on a potential Verizon installation, close attention to HVAC performance, successful completion of tenant improvements, and proactive marketing as space turnover is explored. The Wasco Building is stable and functioning well, with a recent tenant transition completed and ongoing collaboration with DMV as we explore a potential relocation opportunity. Both Marina properties are operating within expectations, with tenants performing well and steady progress continuing through the RFDI process to evaluate long-term redevelopment opportunities. At the Airport, lease negotiations, critical facility improvements, and short-term hangar extensions are helping balance operational continuity with future strategic flexibility. The Maritime, Halyard, and Timber buildings remain stable with consistent occupancy, completed inspections to guide capital planning, and coordinated projects that support long-term sustainability, including a major equipment replacement at Halyard and proactive marketing at Timber. Finally, the Hood River Museum remains in good condition as we continue working with the County to formalize a clear and collaborative agreement outlining shared responsibilities moving forward.

Big 7 Building

- The Heritage Council continues working toward vacating their space near the end of spring. Staff are proactively preparing for re-leasing efforts to minimize downtime and maintain occupancy levels.
- The City's stormwater improvement project continues to make progress. We are working closely with City staff to coordinate logistics, ensure clear communication, and mitigate construction impacts on tenants throughout the duration of the work.
- Industrial Street Studio is on the brink of opening following a lengthy tenant improvement and readiness process. This activation represents a significant milestone for the building and strengthens the creative and economic vitality of the property.
- We are currently awaiting the updated property condition report to guide prioritization of capital improvement projects. Upon receipt, staff will begin evaluating repair and renovation strategies for the remaining vacant suite to position the space for successful leasing.

Jensen Building

- Staff continue working with Verizon and our structural engineers to evaluate the proposed cell tower placement on the building. All analysis is focused on ensuring compliance with structural capacity, weight limitations, and long-term building integrity before any final approvals are considered.
- Facilities is diligently monitoring and servicing HVAC systems to ensure consistent heat delivery throughout all tenant spaces. Adjustments and preventative measures are being implemented as needed to maintain tenant comfort and operational reliability.
- Facilities successfully completed a complex lighting improvement project for RBS. The work was carefully coordinated with the tenant to occur outside of primary business hours, minimizing disruption and maintaining continuity of operations.

- *Tofurky is currently exploring options to exit their office space. In anticipation of potential turnover, the Port is actively marketing and showing the suite to multiple prospective businesses interested in establishing tenancy.*
- *We are awaiting the results of the building inspection report, which will inform prioritization of capital improvement projects aimed at supporting tenant needs, operational efficiency, and long-term building sustainability.*

Wasco Building

- *Staff is actively coordinating and planning with the DMV to support them during the current legislative session, with the goal of facilitating a potential relocation to the Wasco Building. Discussions are focused on operational needs, space configuration, and long-term stability.*
- *The Port successfully executed a new lease transitioning tenancy from Crestline Construction to JAL Construction, ensuring continuity of occupancy and minimal operational disruption.*
- *The Wasco Building remains fully functional and in good working conditions, with ongoing monitoring and maintenance to support tenant needs and operational efficiency.*

Marina East

- *The property and tenant are doing well, and the building is currently stable and operating within current expectations*

Marina West

- *The current single tenant continues to thrive in the space. Staff remains focused on ensuring the building is maintained in good working order while concurrently progressing through the RFDI process to evaluate long-term redevelopment opportunities aligned with Port goals.*

Airport

- *The Blue Hangar lease remains in active negotiation. Staff is carefully evaluating all available options to ensure the final agreement aligns with and supports the Airport's long-term strategic and operational goals.*
- *Facilities successfully completed a highly technical removal of failing chimney structures at the Hobbs Hangar. The work was carried out with precision and care, ensuring no damage occurred to any aircraft during the process.*
- *Six-month T-hangar lease extensions are nearly fully executed, providing operational continuity while allowing flexibility for future planning and long-term Airport alignment.*

Maritime Building

- *The Maritime Building continues to perform well, with stable occupancy and consistent operations, reflecting steady tenant demand and reliable asset performance.*

Halyard Building

- *Pfriem continues to explore plans for construction of an additional building to the south of the existing Halyard structure, reflecting long-term investment interest and continued growth at the site.*
- *A major heat exchanger replacement was successfully completed through extensive coordination between pFriem, the Port, TRANE, and a crane company. The project required careful logistical planning and execution to ensure system integrity and minimal operational disruption.*
- *A comprehensive property inspection has been completed, providing valuable data to help inform and prioritize future capital improvement planning to support long-term building performance and sustainability.*

Timber Incubator Building

- *All tenants remain current on rent, and occupancy at the Timber Building continues to remain stable, reflecting consistent asset performance.*
- *SKV LLC has indicated interest in downsizing out of their current space. Marketing efforts have begun to proactively position the suite for re-leasing and minimizing potential vacancy time.*
- *A comprehensive building inspection has been completed to better inform long-term capital improvement plans and ensure the property continues to meet operational and sustainability goals.*

Hood River Museum

- *The Hood River Museum remains in good condition. Staff continue to make progress in coordination with Hood River County to finalize a new agreement clearly outlining roles, responsibilities, and operational obligations between the Port and the County moving forward.*

CAPITAL DEVELOPMENT/PLANNING - MEGAN CHANNELL

- **Marina East and Marina West Request for Developer Interest:** *The Request for Developer Interest, per final Commission approval, will be issued on Thursday, February 19, 2026. Responses are due April 23, 2026 to support a Commission discussion on next steps at the June 16, 2026 Commission meeting (via Executive Session). See the Consent Agenda for more information.*
- **Waterfront Transportation Improvements:**
 - *FY26 BUILD Grant Applications: Per Commission direction at Fall Planning, the project team is preparing two FY26 BUILD grant applications: one capital grant for the 2nd Street/Riverside Drive Roundabout (Phase I) and one planning grant for the 1st Street Realignment (Phase II). Applications are due February 24, 2026. The Port has received letters of support from a broad coalition of public agencies and community stakeholders, including Senator Drazan, the City of Hood River, Hood River County, Columbia Area Transit (CAT), Business Oregon, the Mid Columbia Economic Development District (MCEDD), the Gorge Stewardship Alliance and local businesses and employers (Hood River Distillers, pFriem Family Brewers, and Pedal & Paddle Hood River). US Senator Wyden's, US Senator Merkley's and US Representative Dexter's offices also are actively working on letters of support. The Phase I Capital Construction grant request is \$3.8 million; the Phase II Planning grant request is \$950,000.*
 - *Community-Initiated Projects / Congressionally Directed Spending (CDS) Funding Opportunity: Staff intend to pursue the FY27 CIP funding through US Senator Wyden's and US Senator Merkley's offices for Phase I - 2nd Street/Riverside Drive Roundabout construction. This program allows Senators to request congressionally directed spending for specific Oregon projects identified in the federal appropriations bill; if awarded, funds function like a traditional federal grant and are subject to standard match, procurement and environmental requirements. Securing CIP support would provide an additional federal funding source to help close the remaining construction gap and strengthen the overall financing strategy for the project. CIP applications are due February 25, 2026 and staff intend to request approximately \$1 million in CIP funds.*
 - *ODOT's 30% design review comments on the roundabout are expected to be returned in mid-February. The project team also is preparing to present to ODOT's Mobility Advisory Committee (MAC) this spring, as MAC's approval will be required for ODOT's final permitting.*
 - *The EDA and ODOT Immediate Opportunity Fund (IOF) grant amendments are in progress and an ODOT STIP amendment will be necessary following ODOT's approval of the IOF amendment. The Port is still working on the updated Section 106 consultation for the EDA grant as well.*
 - *Staff intends to hire an Owners Advisor to provide independent, contractor-style cost estimates for the Port's capital projects, Phase I and Phase II included, and Port staff will return to the Commission for approval of these services prior to proceeding.*
 - *WSP's (Owner's Representative) February 2026 Waterfront Development Progress Report.*
- **Paid Parking Program:** *The Port remains on track for the March 1, 2026 launch of the new paid parking apps (Passport and ParkMobile) and backend citation and enforcement system. The new paid parking signs will be installed by the Port's Facilities team in late February.*
- **Port of Hood River Foundation:** *Staff is working with the Foundation Board members to set the next Board meeting date (late February). The first meeting will focus on Board governance, including electing officers and defining terms, along with a discussion of Foundation priorities.*

- **Multimodal Action Plan:** Staff provided comments on the draft Hood River–White Salmon Bridge Replacement Project's Action Plan in late January. The Port's BUILD grants also notes that the roundabout and 1st St realignment designs are part of the regional Action Plan.
- **Bridge Toll Booth Signage:** In line with the Commission's direction, staff have procured new permanent signs for installation at the toll booth plaza. Installation will require temporary traffic closures and the Director of Capital Development and Planning and Director of Real Estate and Asset Management are collaborating on the installation plan, with a focus on safety and limiting impacts to the traveling public.
- **Other Activity:**
 - Contracting with a professional facilitator to support next phase of boathouse process, specifically for discussions about the boathouse removal process in light of the August 2022 notice of non-renewal of boathouse lease agreements, the Commission's direction to uphold the August 2022 decision, and the December 31, 2026, boathouse lease agreement expiration.
 - Attended the 2026 SDAO Annual Conference in Seaside, OR (February 5 - 8, 2026).
 - Introduced to (via Kevin Greenwood) and ongoing coordination with federal and state legislative field staff, specifically related to waterfront transportation improvements.
 - Participated in Hood River Economic Development Group Meeting (January 22, 2026) (with Kevin Greenwood).
 - Participated in Bi-State Recreation Insights Meeting (February 12, 2026).
 - Supporting Human Resources in requirement process for Capital Projects and Operations Coordinator (applications due February 16, 2026).

WATERFRONT/MARINA – DARYL STAFFORD

- **Mt Hood Meadows:** Part of the Meadows Event Site employee parking agreement was that they acknowledge the Port as a community partner in transportation. They have provided posters displayed at the resort and are running an ad that rotates on the TV screens.



- **Event Permits:** Staff has been working with event coordinators to get their event permit requests submitted. The Waterfront Event Schedule is posted on the Port's website: <https://www.portofhoodriver.com/waterfront>
- **Cruise Ship Schedule:** The Port's 2026 Cruise Ship is posted on the Port's website: <https://www.portofhoodriver.com/marina> There are only 8 bookings thus far for the Commercial Dock. The majority of the bookings are for ACL who utilize the outside bollards only.
- **Concession Permits:** All Waterfront Concessions are now on an annual cycle. Here is a list of 2026 businesses that have permits:

Concession	Locations	Description
ACL	Marina Jetty Outside Bollards	4 large cruise ships 250' plus
Big Winds	Hook	SUP, Wing Foil- Lesson & rental
Brian's	Upper ES Dock- #4	SUP, Kite, Wingfoil Lesson & rental
Cascade Kiteboarding	Upper ES Dock- #1	Kite & Wingfoil Lesson & Rental
CGW2- Gorge Groms	Hook	SUP & Windsurf club
Doug's HR Water Adventures	Upper ES Dock- #5	Kite & Wingfoil Lesson & Rental
Gorge Jr. Sailing	South Basin Dock	Kids Sailing Program
Gorge Kite & Wing School	Upper ES Dock- #3	Kite & Wingfoil Lesson & Rental
Gorge Paddle Center	Nichols Basin	Kayak, SUP, Ebike lesson & rental
Gorge Sailing Ventures	Marina Commercial & Guest Dock	35' Sailboat Charter business
Hood River Outrigger Canoe Club	Nichols Basin	Canoe Club- Adults and children
Hood River Pedicab	Mobile Concession	Waterfront
Hood River SUP & Kayak	Hook	Kayak & SUP lesson & rental
Hood River Yacht Club	Club House & South Basin Dock	Dock Rental
Kite the Gorge	The Spit	Kite & Wingfoil Lesson & Rental
Lindblad Cruise Lines	Marina Commercial Dock	3 Cruise Ships 100-150'
Wylde Wind & Water	Lower ES Dock- #2	Kids SUP & Wing Foil camps

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Memorandum

Date: February 9, 2026

Subject: Waterfront Development Progress Report – February 2026

From: Scott Keillor; Jodi Mescher

To: Kevin Greenwood
Port of Hood River Commissioners

WATERFRONT DEVELOPMENT PROGRESS REPORT

Deliverables Completed

Key tasks and deliverables completed through January 2026 include:

- An amendment to the Immediate Opportunity Funds (IOF) is currently underway.
- Developed first draft BUILD grant applications for Phase 1 and Phase 2.
- Submitted Coronavirus State Fiscal Recovery Funds close-out report.

Upcoming Deliverables and Milestones

- Initiated IOF grant amendment, pending review/approval by Business Oregon and ODOT to ensure revised scope aligns with original intent.
- EDA grant amendment.
- Initiate STIP amendment to follow EDA grant amendment.
- Two BUILD grant applications.
- Continue to coordinate with ODOT on review of 30% design, then proceed with 60% design.

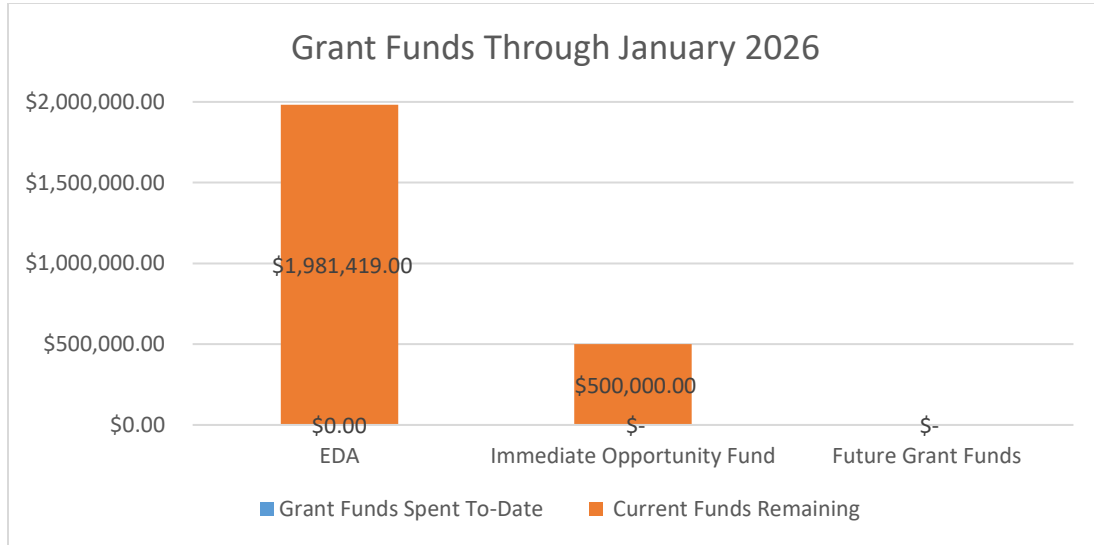
Budget Summaries

The following figure shows both the total grant funds spent and the remaining balances from the Coronavirus State Fiscal Recovery Fund, EDA Grant Fund, and IOF as of January 2026 (excluding KPFF invoice from January 2026). The Coronavirus State Fiscal Recovery Funds have been fully used, and the grant agreement has been formally closed, so these funds are no longer included in the remaining balance. Please note that IOF funds are at risk and subject to coordination with ODOT and any future STIP amendments.

MEMO: Waterfront Development Progress Report

January 2026

Page 2



WSP Owner’s Representative (O/R) Contract spent is estimated at \$265,785 on non-contingent tasks (48%) through January 30, 2026.

Task Number	Task Name	Contract Value	Previous Billed	Total Billed to Date	Contract Balance	Percent Invoiced	Current Invoice
1.0	Project Management	62,759.15	55,924.55	57,468.09	5,291.06	91.57%	1,543.54
2.0	Grant Writing	151,620.71	57,582.13	106,242.11	45,378.60	70.07%	48,659.98
3.0	Grant Management	19,999.19	16,477.24	18,908.39	1,090.80	94.55%	2,431.15
4.0	Due Diligence	8,948.06	4,008.30	4,920.40	4,027.66	54.99%	912.10
5.0	Port and Agency Coordination	163,342.64	67,441.67	70,216.51	93,126.13	42.99%	2,774.84
6.0	Communications Materials	10,461.89	2,256.37	2,256.37	8,205.52	21.57%	0.00
7.0	YE Documents	5,032.14	4,490.41	4,490.41	541.73	89.23%	0.00
Expenses	Expenses	2,998.20	0.00	0.00	2,998.20	0.00%	0.00
Sub_Sprout	Sprout	15,000.00	1,282.50	1,282.50	13,717.50	8.55%	0.00
Total		440,161.98	209,463.17	265,784.78	174,377.20	60.38%	56,321.61

KPFF/DKS/Walker Macy Design Contract: Est. \$367,971 spent of \$487,000 budget (76%) through December 30, 2025.

	Fee	% Complete	Invoice		
			To Date	Previous	Current
Project Management (includes ASR 1)	76,237.60	81.71	62,293.74	62,293.74	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)	297,373.86	65.53	194,860.61	186,661.57	8,199.04
Stormwater Analysis (includes ASR 1)	10,550.00	100.00	10,550.00	10,550.00	0.00
Total:	484,428.00	75.96	367,970.89	359,771.85	8,199.04

Risks and Mitigations

1. STIP and IOF amendment approvals are required, or grant funds may be at risk.
 - a. Mitigation: Long-term need to work with ODOT on project design.
 - b. Mitigation: Long-term need to work with funding partners on project scope and schedule.
2. Potential time and construction material cost increases due to schedule delay to reach concurrency on RAB design.
 - a. Mitigation: Continue to coordinate with ODOT for efficient review times and agency coordination.

NEXT STEPS

The design team will keep working with ODOT to review the 30% design stage, though this review has been postponed. Despite the delay, the project team expects quicker reviews, up to 30 days, for subsequent phases. Coordination with ODOT and Business Oregon will also continue as the team updates the IOF grant agreement, making sure the revised scope stays true to the original goals and benefits of the IOF program. In response to EDA's request, tribal consultation will be initiated for the amended APE. The EDA team will assess whether the current Categorical Exclusion for NEPA compliance is still valid, since it is crucial for obtaining federal funding. The team will also refine and submit two BUILD grant applications: a Capital grant for Phase I and a Planning-level grant for Phase II.

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February 10, 2026

Memo: Updates from Gretchen Goss



Social Media

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

Newsletter

- Winter Newsletter was published mid-December electronically in English and Spanish. Hard copies are available in the Port Office
- July Newsletter articles being brainstormed – possibly the new Terminal Building, update from HRWSBA, introduction of The Port of Hood River Foundation, Round-about update.

Port of Hood River Foundation

- Continued collaboration with Megan Chanell
 - Website in the development phase for the Foundation: working on updating the copy and images.
 - New Board members elected – first Board meeting upcoming.

Audio Story

- As requested, is working with Emily Goodwin Martin to write the script for the Audio Story project along the Hood River Waterfront Trail, in collaboration with the Columbia Gorge Tourism Alliance. The audio story will focus on the Hood River-White Salmon Bridge and its importance and history. The narration has been completed and recording will take place Feb. 11th.

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Ken Jernstedt Airfield Monthly Report - February 2026

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

Submitted to: Kevin Greenwood

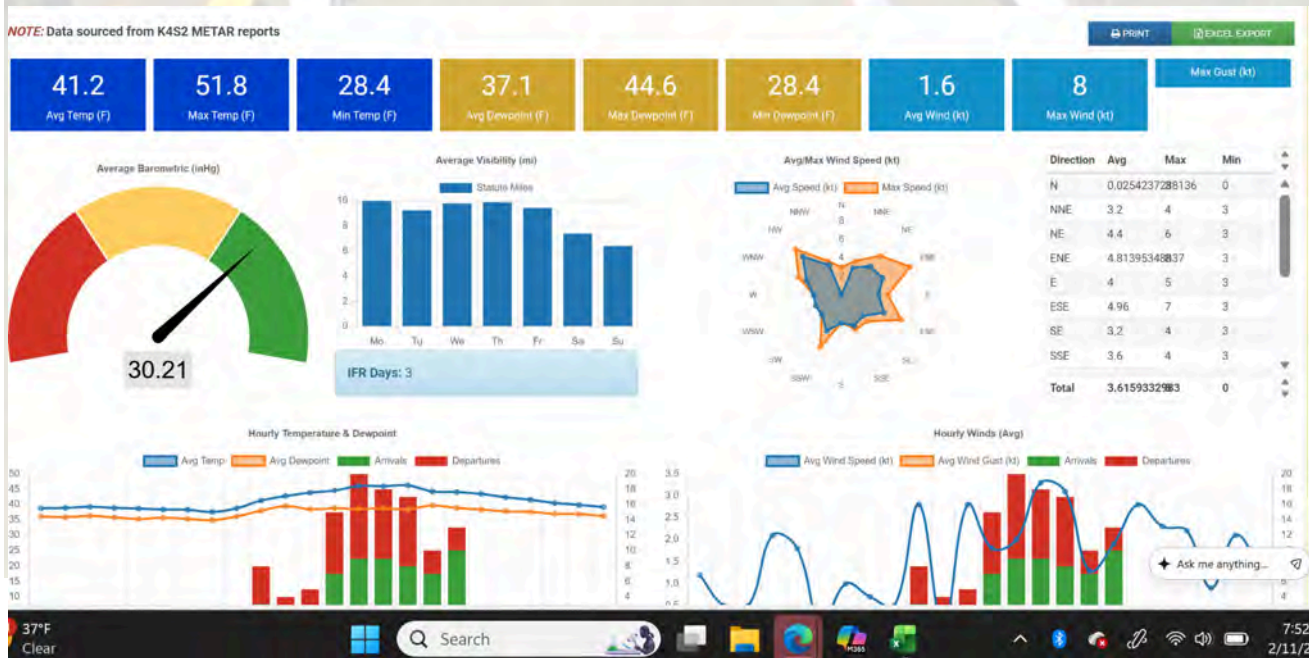
Date: February 17, 2026

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

Aircraft Traffic Count

- 2026 to date 000 flight operations
- 2025 10,869 flight operations
- 2024 10,328 flight operations

Operational Updates



2026 Total Fuel sales 2640 gallons for January. (a bit slow due to the weather)

Month	100LL Island	100LL Truck	Totals	Flow Fee \$0.10
January	2125	515	2640	\$264.00
February	277	110	387	\$38.70
March	0	0	0	\$0.00
April	0	0	0	\$0.00
May	0	0	0	\$0.00
June	0	0	0	\$0.00
July	0	0	0	\$0.00
August	0	0	0	\$0.00
September	0	0	0	\$0.00
October	0	0	0	\$0.00
November	0	0	0	\$0.00
December	0	0	0	\$0.00
	2402	625	3027	\$302.70
	\$0.10	\$0.10	0	
	\$240.20	\$62.50	3027	

T Hangar / Taxiway Construction: Gallant Construction has started the mobilization of their equipment to the job site!!! We are about to get started. I will be sending weekly photo updates for information purposes.

City/County Communications: We are growing some relationships with the City and County staff and are working towards the place where we have the future development questions answered and understood to help streamline future permitting.

Facilities: The Yellow hangar required an emergency response to what turned out to be a failed lift pump for the septic system. I am working with Windmaster Sewer District to get the plan in place to connect this to the existing line in Airport Drive.

The parking lot lights on the north side of the airport have had the timer replaced with a photocell to ensure the most efficient operation.

We have requested quotes to have the east end of the north parking lot paved from two contractors along with adding the emergency access gate to the east end onto Jeannette Road.

The Streich Hangar had a near miss with one of the old chimney pipes from a long since removed gas furnace broke loose and fell. The blessing in this is that it did not do any

damage to the building or aircraft. Amanda was able to dispatch the staff up to the airport and they were able to clear this one and remove another before we had another issue. Thank you Team!!!

We received the notice of award for two COAR grants that I applied for to be used as match money for our FAA grants for the companion grant for the Turf Taxiway (\$24,000) and the design work grant for the North Apron (\$8,000).

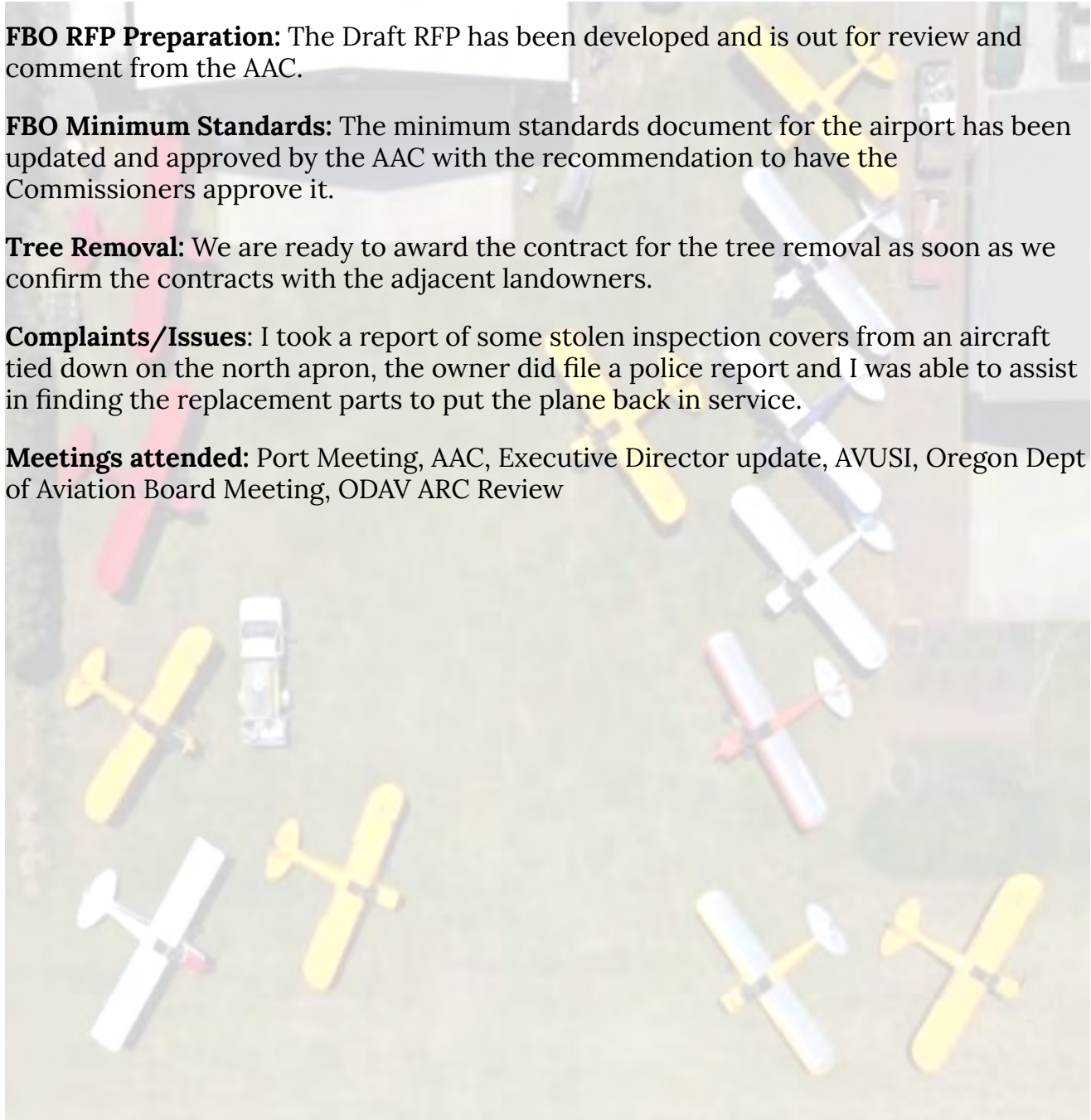
FBO RFP Preparation: The Draft RFP has been developed and is out for review and comment from the AAC.

FBO Minimum Standards: The minimum standards document for the airport has been updated and approved by the AAC with the recommendation to have the Commissioners approve it.

Tree Removal: We are ready to award the contract for the tree removal as soon as we confirm the contracts with the adjacent landowners.

Complaints/Issues: I took a report of some stolen inspection covers from an aircraft tied down on the north apron, the owner did file a police report and I was able to assist in finding the replacement parts to put the plane back in service.

Meetings attended: Port Meeting, AAC, Executive Director update, AVUSI, Oregon Dept of Aviation Board Meeting, ODAV ARC Review



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**Minimum Standards
for the
Hood River Airport
2025**

[DRAFT REVIEW 2.0]

1. Policy, Purpose and Authority

The Port of Hood River will maintain Minimum Standards for all Commercial and Non-Commercial Activities at Hood River Airport. The Port and Port staff shall use these Minimum Standards as guidance for making decisions related to the approval of commercial and non-commercial activities located at the Airport.

These activities must comply with FAA and State regulations, which require all airport property be used for aviation unless alternate uses are authorized by the FAA. The Port of Hood River operates the airport in accordance with these assurances and regulations with preference given to aviation related uses, however nothing contained in these standards shall be construed to prohibit the Port from granting, for any reason it deems sufficient, an application for non-aeronautical activities.

In addition, the Port Commission adopts standards to ensure that:

- The Airport remains compliant with all federal and state grant assurances.
- Any person who uses or accesses Airport property or facilities for commercial activity compensates the Airport at a rate determined by The Port.
- Airport public areas, roads, taxiways, runways and aprons remain available for public aeronautical activity subject to Airport Rules and Regulations.

2. General Requirements

2.1 Proposal Submission.

Commercial operators desiring to operate at the Airport must submit proposals to the Port. Proposals will be reviewed by the Port, including advisory input from the Airport Advisory Committee and or other advisory committees as appropriate.

2.2 Fly Friendly

All Operators must follow the Fly Friendly program as instituted.

2.3 Liability and Insurance

The Following insurance requirements apply to users of the airport:

	Occurrence Limit	Aggregate	Service provider
Aviation/Airport General Liability	\$2,000,000	\$4,000,000	FBO/SASO/Tenants/Glider Club
Workers Compensation	\$1,000,000		FBO/SASO/Tenants with employees
Environmental Liability Insurance (maintenance)	\$1,000,000		FBO/SASO (only if fueling or
Aircraft & Passenger Liability		per passenger	
Piston engine aircraft	\$1,000,000	\$100,000 <8 seats	FBO/SASO/T hangar tenants/Glider Club
	\$2,000,000	\$100,000 >8 seats	FBO/SASO/All Tenants
Turbo Prop aircraft	\$5,000,000	\$250,000	FBO/SASO/All Tenants
Jet aircraft	\$5,000,000	\$250,000	FBO/SASO/All Tenants

Prior to using the Airport, the operator will provide the Port with a certificate of insurance identifying the policies described above and naming the Port, its employees, agents and Commissioners as an additional insured. The certificates will include a provision that gives the airport 30 days prior written notice of any modification or cancellation to the insurance policy.

3 Application of the Minimum Standards

The Minimum Standards are adopted to provide the minimum threshold requirements for all commercial and noncommercial operators at the Airport.

3.1 Waivers or Modifications: The Port may waive or modify any portion of these Minimum Standards for the benefit of a governmental agency performing public services, fire protection or emergency response operations, or when it is determined that such a waiver is in the best interest of the Airport users and the public, and will not result in degradation of safety or reduction in fair and equitable opportunity for commercial activities on the Airport.

The Port will conduct, every five years at a minimum, a review of this document and recommend changes that are necessary at that time to remain in line with current Airport business and regulatory environments.

4 General Minimum Standards for Commercial Operators

Approved Service Types: The list below identifies a variety of services that can be provided, individually or in combination with each other, on airport property.

4.1. Aeronautical:

- a. Fixed Based Operator (FBO)
- b. Specialized Aviation Service Operation (SASO)
- c. Mobile Service Provider (MSP)
- d. Mobile Maintenance Provider (MMP)
- e. Independent Contractor (IC)
- f. Research and Development of aviation-related products and services
- g. Manufacturing of aviation-related products

4.2. Non-Aeronautical.

Support Activities may include a variety of concessions in support of pilots, passengers, and the public. These services may include automobile rental, aviation medical offices, and food services.

Commercial operators desiring to place a new non-aeronautical commercial activity on Hood River Airport shall forward a written request to the Port. The request shall demonstrate a benefit to the Airport and compatibility with airport/aircraft operations. The Port will review requests on a case by case basis and approve, forward for further review, or deny the activity.

4.3. Additional Aeronautical Services

Operators desiring to conduct Commercial Aeronautical activities not covered above shall provide a proposal in writing to the Port. If deemed appropriate by the Port, the proposal shall be forwarded to the AAC and other appropriate committees for review and comment. The Port will either approve, forward for further review, or deny the proposal.

5 Complaints: All complaints about any commercial operator or their employees for violation of these standards, rules and regulation shall be in writing and signed by the complainant and filed with the Port either at www.portofhoodriver.com or at (541) 386- 1645. The Port will investigate the complaint and provide feedback to the complainant.

6 Definitions

All definitions contained in this section apply to the Hood River Airport, Airport Minimum Standards, Rules and Regulations, and Leasing Policies. Definitions are taken from the Federal Aviation Regulations, Federal Aviation Administration Advisory Circulars, U.S. Department of Transportation Aeronautical Information Manual, and other sources as appropriate.

1. Aeronautical Activity - any activity or service conducted at the Airport that involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations. These activities include, but are not limited to, all aircraft movement, takeoff and landing operations, aircraft fueling, aircraft storage, flight training, aircraft rental, aircraft sales, aircraft repair and maintenance.
2. Agreement - the written agreement between the Port and a Person specifying the terms and conditions under which the Person may conduct commercial aviation activities.
3. Aircraft - any contrivance used or designed for navigation or flight in the air including, but not limited to, an airplane, sailplane, glider, helicopter, gyrocopter, ultralight, balloon, blimp, dirigible, unmanned aerial vehicle, remotely piloted vehicle, or drone.
4. Aviation Fuel, AVGAS, Jet-A - all flammable liquids composed of a mixture of selected hydrocarbons expressly manufactured and blended for effectively and efficiently operating internal combustion, jet, or turbine engine, which meet the standards of ASTM D910- Latest (AVGAS) and DI 655-Latest (JETA).
5. Aircraft Operation - an aircraft arrival at, taxiing on, or departure from, the airport. For FAA, statistical data: any aircraft arrival or departure; each of which accounts for one operation.
6. Aircraft Owner - a person or entity holding legal title to an aircraft, or any person having exclusive possession of an aircraft.
7. Aircraft Parking and Storage Areas - hangar and apron locations at the Airport designated by the Port for the parking and storage of aircraft.
8. Aircraft Rental - the commercial operation of renting or leasing aircraft to the public for compensation.
9. Aircraft Sales - the sale of new or used aircraft through brokerage, ownership, franchise, distributorship, or licensed dealership.
10. Aircraft, Based - an aircraft which the owner physically locates at the airport for an undetermined period, and, whenever absent from the Airport, its owner intends to return the aircraft to the airport for long-term storage.
11. Airframe and Power Plant Maintenance - the commercial operation of providing airframe and power plant services, which includes but not limited to any of the following: the repair, maintenance, inspection, construction, modification or alteration to aircraft, aircraft engines, propellers and appliances including the removal of engines for major overhaul. This category of service also includes the sale of aircraft parts and accessories.
12. Airport - Hood River Airport; all the properties owned and controlled by the Port of Hood River, Oregon, being used as a public airport and located in Hood River County, Oregon.

13. Avionics Sales and Maintenance - the commercial operation of providing the repair and maintenance of aircraft radios, instruments and accessories. Such operation may include the sale of new or used aircraft radios, instruments and accessories.
14. Charter Operation - any operation for compensation or hire as defined in FAR Part 119, and operated under FAR Part 135.
15. Commercial Activity - the conduct of any aspect of a business, concession, operation, or agency to provide goods or services to any person for compensation, for-profit or hire. In addition, any activity which requires a license or certification to be performed, whether for compensation or not, is considered a commercial activity.
16. Commercial Operator - a person, firm, corporation, or other entity conducting commercial activities or services at the Airport for compensation or hire, and/or providing a service which requires licensing or certification to be performed regardless of whether compensation is provided. Nonprofit organizations are not considered commercial operators.
17. Commercial Service - the actual conveyance of product or maintenance and repair, etc. provided by a person, firm, corporation whether for compensation or not. Typically, a task performed by a Commercial Operator's employee for a customer.
18. Port - the Port of Hood River, Oregon.
19. FAA - the Federal Aviation Administration.
20. FAR- the Federal Aviation Regulations as published by the FAA.
21. Flight Instructor - a person who is properly licensed and certified by the FAA to provide flight instruction.
22. Flight Training - the commercial operation of instructing pilots in dual and solo flight in any aircraft, and related ground school instruction as necessary to complete a FAA written pilot's examination and flight check ride for various categories of pilots' certificates and ratings.
23. Flying Club - a noncommercial, nonprofit organization in which two or more members or associates own or lease aircraft in common and/or in which the members have an ownership interest.
24. FBO (Fixed Base Operator) - a full-service commercial operator who engages in the activities that typically include aircraft fuel sales, airframe, power plant, and avionics maintenance and overhaul, flight training, and pilot supplies and aircraft parts retail sale.
25. Fueling or Fuel Handling - the transportation, sale, delivery, dispensing, or draining of fuel or fuel waste products to or from aircraft or fuel trucks.
26. Fuel Storage Area - any portion of the Airport designated temporarily or permanently by the Port as an area in which aircraft fuel or any other type of fuel may be stored or loaded.
27. General Aviation - all civil aviation operations other than military, scheduled air services and non--scheduled air transport operations for remuneration or hire.

28. Hazardous Material - any substance, waste, or material which is toxic, explosive, corrosive, flammable, infectious, radioactive, carcinogenic, mutagenic, or otherwise hazardous, and is or becomes regulated by any governmental authority, agency, department, commission, board agency or instrumentality of the United States, the State of Washington, or any political subdivision thereof, and the presence of which requires investigation, removal and/or remediation.
29. Lease - the written contract between the Port and a person/business enterprise specifying the terms and conditions under which a person may occupy and operate certain Airport facilities and/or property.
30. Minimum Standards - the qualifications or criteria established by the Port of Hood River Commission as the minimum requirements to perform commercial activities and operations on the airport.
31. Mobile Service Provider (MSP) - a person or entity that provides commercial aeronautical services on airport property but does not operate out of owned or leased property on the airport. Examples of an MSP include aircraft washing and detailing.
32. Mobile Maintenance Provider (MMP) - a person or entity that performs aircraft maintenance that requires certification or licensing, but is not a commercial tenant at Hood River Airport
33. Non-Commercial Operator - a person, firm, corporation, or other entity conducting Aeronautical Activities at the Airport which is not a Commercial Operator.
34. Permit - administrative approval issued by the Port to a Person to conduct a commercial aeronautical activity, and provide such services to based and transient aircraft only from facilities and locations where such services are authorized.
35. Person - any individual, firm, partnership, corporation, company, association, joint stock, or body politic; and includes any trustee, receiver, assignee, or other similar representative thereof.
36. SASO (Specialized Aviation Service Operation) - an aeronautical business that offers a single or limited service. Examples of a SASO include, but are not limited to: pipeline patrol, aerial photography/survey, scheduled commuter air service, air ambulance, aircraft sales, aircraft storage, propeller and/or aircraft accessory repair and sales, aircraft upholstery, aircraft painting, flight training, fuel sales, and banner towing.
37. Self-Fueling - fueling an aircraft using fuel pumps installed for that purpose. The fueling facility may or may not be attended by the owner/operator of such a facility.
38. Special Flying Service - An FBO, SASO, or other operator that provides a special flying service that includes but is not limited to: agricultural spraying or seeding, sightseeing tours, aerial photography or surveying, power line or pipeline patrol, firefighting or fire patrol, air ambulance, airborne mineral exploration, banner towing, et cetera.
39. Taxi-lane - the portion of the Airport apron area, or any other area, used for access between taxiways and aircraft parking or storage hangars.
40. Taxiway - a defined path established for the taxiing of aircraft from one part of the Airport to another; typically, from the aprons to the runway.
41. Port of Hood River Commission - five elected Port officials who comprise the governing body of the Port of Hood River

Special Districts Association of Oregon (SDAO) Annual Conference Recap

Seaside, Oregon / Feb. 5-8, 2026

The Port of Hood River participated in the 2026 Special Districts Association of Oregon (SDAO) Annual Conference in Seaside, Oregon. The Port delegation included Tor Bieker, Commissioner; Kevin Greenwood, Executive Director; Megan Channell, Director of Capital Development; and Amanda Rose, Director of Real Estate. For Channell and Rose, this was their first SDAO conference.

The conference offered a wide range of training sessions addressing governance, operations, finance, legal issues, emergency preparedness, and leadership within special districts. In addition to formal coursework, the event provided valuable opportunities for networking with peers from across Oregon and for team-building among the Port's delegation.

Bieker attended a six-hour de-escalation training titled *Verbal Judo*, focused on practical communication techniques for managing conflict and difficult interactions. He also participated in *Real-World Role-Playing for District Leaders*, alongside keynote speaker Corey Saban. Saban is a communications and leadership consultant with a background in broadcast journalism and extensive experience working with public-sector leaders on messaging, public engagement, and crisis communication.

Greenwood served on the *Additional Funding Streams for Districts* panel, focusing on earned-income strategies available to special districts. A one-page handout summarizing key concepts and examples from this session is included with this recap.

The Port's contract general counsel, Tommy Brooks, participated as a panelist in the *Deal with Worst-Case Scenarios* session, offering legal and risk-management perspectives on preparing for and responding to high-impact challenges faced by special districts.

Channell and Rose attended multiple sessions throughout the conference and noted that the *Emergency Management Strategies* and *Public Meetings Law* sessions were particularly valuable and directly applicable to Port operations and governance.

The Port of Hood River contributed three raffle prizes, made possible through donations from Port tenants. These were widely regarded as among the most sought-after items by the approximately 800 conference attendees and helped raise the Port's visibility during the event.

Conference highlights also included recognition of peer districts. The Port of Cascade Locks received Project of the Year for its grants program. Attendees were also reminded that in 2024, Port of Hood River Commissioner Mike Fox was named SDAO Board Member of the Year.

Overall, the conference provided meaningful training, strengthened professional networks, and allowed time for collaboration and team development among Port staff and leadership.



Commissioner Bieker role plays with Keynote Speaker Corey Saban at the SDAO Conference.



Highlights of the conference include networking with other districts, discussing best practices, learning new perspectives and building relationships as part of professional development.

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SDAO

SDAO 2026 Annual Conference
Additional Funding Streams for
Districts / Sat., Feb. 7
**Exploring Operating Revenue
Opportunities for Oregon
Special Districts**

*A Practical Framework for Aligning Assets,
Access, and Authority*

Kevin M. Greenwood, MPA, Executive Director, Port of Hood River

Introduction: Opportunity Amid Constraint

Oregon special districts are delivering increasingly complex public services in an environment of rising costs, expanding regulatory requirements, workforce pressures, and limited flexibility in traditional revenue sources. At the same time, there is often strong public resistance to new or increased taxes, leaving district boards and managers searching for alternative ways to sustain operations and service levels.



For many districts, operating revenue—as distinct from taxes, grants, or debt—represents one of the few funding levers within direct local control. While not every district has the same opportunities, nearly all possess some combination of assets, access, authority, or expertise that can be used thoughtfully and legally to support operations.

This handout provides a practical framework to help special districts:

- Identify the criteria they already have
- Understand the types of operating revenue generally available
- See which revenue ideas tend to align best with different district types

The goal is not commercialization, but sustainability—using existing public assets more intentionally in support of public services.

Section 1: Common Criteria Special Districts May Have

Most operating revenue opportunities flow from a limited number of underlying characteristics. Districts can begin by assessing which of the following criteria apply to them.



Physical & Place-Based Criteria

- Land holdings (large or small; improved or unimproved)
- Buildings or facilities (libraries, stations, terminals, recreation centers)
- Rooftops or vertical assets (towers, tanks, elevated structures)
- High-visibility locations (waterfronts, corridors, trailheads)

Access & Use

- Public foot traffic (daily, seasonal, or event-based)
- Controlled access points (facilities, rooms, parking, sites)
- Regional draw or destination use

Operational & Institutional Capacity

- Staff expertise that others may pay for
- Ability to provide services under contract
- Regulatory or inspection authority
- Existing fee-setting authority

Digital & Intangible Assets

- Website and online platforms
- Online transactions or forms
- District brand or community goodwill

Not every district will score highly in all categories—but most score in at least one.

Section 2: Types of Operating Revenue Opportunities

Operating revenue ideas generally fall into a few broad categories. Not all are appropriate for every district, but many can be adapted at small scale or piloted with limited risk.

Asset-Based

- Facility or room rentals
- Land or ground leases
- Concessions, cafés, or kiosks (leased to private operators)
- Food trucks or mobile vendors (licensed and permitted)
- Communications towers or rooftop antennas

Service-Based

- Program or class fees
- Training or certification courses
- Inspections, plan review, or cost-recovery fees
- Contracted services for other agencies
- Standby or specialty services

Closing Thought

Operating revenue is not about turning special districts into businesses. It is about aligning existing assets, access, and authority with mission-appropriate opportunities that help sustain public services in a challenging fiscal environment.

Even small, incremental efforts—when well governed and transparent—can improve long-term resilience and reduce pressure on taxes and grants.

Aligning Assets, Access & Authority



Revenue-Generating Ideas



Digital & Administrative

- Website sponsorships or page underwriting
- Digital naming rights
- Data, mapping, or report access

Community & Branding

- Sponsorships (programs, facilities, trails, events)
- Naming rights (physical or digital)
- Branded merchandise

Efficiency-Based

- Cost recovery for previously unpriced services
- Shared services or reimbursement agreements
- Administrative services contracts

Important Disclaimer

This document is intended as a general informational framework for discussion purposes only. Revenue opportunities described herein must be evaluated by each district in light of its enabling statutes, applicable Oregon Revised Statutes (ORS), Oregon Administrative Rules (OAR), local ordinances, board policies, public contracting requirements, tax considerations, and legal counsel. Not all revenue options are appropriate or permissible for every district. Districts should consult with their legal, financial, and auditing professionals before pursuing new enterprise or operating revenue activities.