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PORT OF HOOD RIVER COMMISSION
AGENDA
Tuesday, March 1, 2022
Via Remote Teleconference
1000 E. Port Marina Drive, Hood River

Regular Session
Call to Order Immediately Upon Adjournment of Joint Work Session

1. Call to Order
 - a. Modifications, Additions to Agenda
 - b. Public Comment (5 minutes per person per subject; 30-minute limit)
 2. Consent Agenda
 - a. Approve Minutes from the February 15, 2022 Regular Session (*Patty Rosas, Page 5*)
 - b. Approve Operations Agreement with Hood River Soaring at the Ken Jernstedt Airfield (*Greg Hagbery, Page 9*)
 3. Informational Reports – (*Provided for information only, unless discussion requested by Commissioner*)
 - a. Bridge Replacement Project Update (*Kevin Greenwood, Page 23*)
 - b. Financial Report for the Six Months Ended December 31, 2021 (*Fred Kowell, Page 25*)
 4. Presentations & Discussion Items
 - a. Lower Mill Properties & Development (*Greg Hagbery, Page 35*)
 5. Deputy Executive Director Report (*Genevieve Scholl, Page 41*)
 6. Commissioner, Committee Reports
 - a. Airport Advisory Committee
 - b. Bi-State Working Group
 - c. Urban Renewal
 - d. Hood River Energy Council
 - e. Visit Hood River
 7. Action Items (None)
 8. Commission Call
 9. Confirmation of Commission Directives to Staff
-
10. Executive Session under ORS 192.660(2)(e) real estate negotiations and ORS 192.355 (9)(a) and ORS 192.660 (2)(f) to consider information or records that are exempt by law from public inspection.
 11. Possible Action
 12. Adjourn

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

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

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

**5:00 p.m.
Regular Session**

Present: Commissioners: Ben Sheppard, Kristi Chapman, Mike Fox, and Hoby Streich. Legal Counsel: Jerry Jaques, Anna Cavaleri. From Staff: Michael McElwee, Kevin Greenwood, Daryl Stafford, Genevieve Scholl, Greg Hagbery. Guests: Susie Dow, Brad Pickering, Mark Libby

Absent: Heather Gehring

Media: None

1. Call to Order: Commission President Ben Sheppard called the meeting to order at 5:00 p.m.

- a. **Modifications or additions to the agenda:** Modification to 7(a) – last sentence in the document is duplicated and should be removed.

2. Public Comment:

- a. **Susie Dow** expressed her concern over the Port’s decision to reduce the length of the lease related to the food trucks at the Event Site Dock. Dow commented that she is in the process of trying to sell her business and no potential buyer will want to purchase a business with a one-year lease. Dow is requesting that the Commission review and adjust the length of the lease term.
- b. **Brad Pickering** appreciates the Ports effort with the ongoing work on the bridge and expressed the impacts the new weight limit have on fruit haulers during harvest season. Commissioner Chapman asked if Pickering would be willing to write a letter in support of the bridge. Pickering replied yes.

3. Consent Agenda:

- a. Approve Minutes from the February 1, 2022 Regular Session
- b. Approve Amendment No. 1 to Real Carbon Lease at the Big 7 Building
- c. Approve Amendment No. 1 to Contract with Fred Kowell for Financial Services
- d. Approve Accounts Payable to Jaques Sharp in the Amount of \$15,500

Motion: Approve consent agenda
Move: Hoby Streich
Second: Mike Fox
Discussion: None
Vote: Unanimous

4. Information Reports:

- a. **Bridge Wire Ropes Replacement Project Plans, Specs, and Schedule** – Commissioner Fox asked if they had an updated estimate. John Mann replied that he had spoken to Paul Bandlow shortly before today’s meeting and his findings do not show significant changes to the most recent estimate.

5. Presentation & Discussion Items:

- a. **Bridge Load Limit Engineering Analysis Report** – Michael McElwee introduced HDR Engineering’s engineer Mark Libby for a report on the results and analysis of the Live Load Testing (LLT) exercise that took place last year. Libby reported that there are two primary areas that need to be addressed to get the loads back to where they were before the restriction. This involves the

Oregon approach spans and Span 3 shows deficiencies in gusset plates at joint L4. Libby noted that the other areas are limited to a restriction in the EV3 truck load, which is deemed preferable to the cost of repairs that would be required to restore that truck to full capacity. Libby added that without addressing the gusset plate they could get about halfway back between the new load restriction and the prior load restriction. Libby clarified that these results are their findings and ODOT would need to approve the results. Their recommendation is to submit the full report to ODOT as well as the plans from 1996 that were found during this process as they relate to the widening of the Washington approach spans that ODOT did not have at the time they did their load rating. Libby would like to set up a meeting with ODOT to discuss what they need to do to move forward. There is a possibility that there could be more locations that need to be addressed depending on ODOT's analysis. McElwee asked how long it would take HDR to prepare the plans and specs for bidding. Libby replied that it could be done in a 3–6-month timeframe. Commissioner Fox suggested not doing too much until they get ODOT's response. Commissioner Sheppard requested to reach out to the businesses that are most impacted by the weight restrictions and see what percentage of their traffic, 36 tons will take care of.

- b. **Airport Work Session** – Greg Hagbery explained that the work session is intended to address the seventh Action Item that resulted from the Fall Planning work session last December to cover several topics at the Ken Jernstedt Airfield. One of the topics was the Commission's concern related to the terms of a ground lease. Staff has compiled a list of key subjects in a common airport ground lease and provided a description of their purpose. There was also a request from the Commission to conduct a public input survey. Hagbery noted that a survey was conducted in 2020 as part of the Strategic Business Plan. A copy of the survey was provided to the Commission and Hagbery asked if the 2020 survey was adequate. Commission consensus was that the 2020 survey is adequate. The Commission had also requested a community meeting to hear their ideas and perspectives. Hagbery asked if the Commission would still like staff to conduct the meeting. Commissioner Streich noted that the Airport Advisory Committee (AAC) meetings are public meetings, and the community could attend and share their ideas there. Commission consensus was not to proceed with a community meeting given that the AAC meetings are public meetings. Another topic was the concept of private partnerships and development at the airport. Staff is currently focused on two subjects that may provide private partnership possibilities which are the Commercial Hangar and the T-Hangar Development. Hagbery provided a brief overview on both projects. Commissioner Fox suggested creating a realistic funding plan for the next 5-8 years where the Port needs to provide capital mixed with grants to get where they want to be at the airport. McElwee reminded everyone that they just completed the 5-year Strategic Business Plan which lays out for 5-years the specific capital improvements, objectives, and defines the vision. McElwee asked the Commission if they would like to adjust the strategy for financing the vertical construction. Commission consensus was to modify the current strategy. Hagbery added that the next steps are to review the financial model and have a special session to consider what the vision will be and modify the strategy.

6. Executive Director Report:

- a. **Administration** – McElwee reported that the name of the new CFO will be announced at the March 1 meeting. McElwee will be on vacation starting February 21-March 4. Genevieve Scholl will serve as Acting Executive Director in McElwee's absence. The Joint Work Session with the Port of Cascade Locks is scheduled for March 1. McElwee requested that anyone who attended the SDAO Annual Conference notify Genevieve Scholl for an insurance credit. McElwee asked if the Commission would like to meet in person at the next meeting. Commissioner Sheppard requested

that the commission reach out to him personally for their response and staff can notify McElwee of their response.

- b. **Recreation/Marina** – There have been several break-ins recently at the Marina boathouses and vessels. Police reports have been filed, and staff is working on transitioning to a new nighttime security officer.
- c. **Airport** – A monthly activity report from the Airport’s FBO Tac-Aero was provided in the packet as well as meeting minutes from the AAC meeting that took place on January 20.
- d. **Bridge/Transportation** – McElwee noted that John Mann has been working with Lumen to repair the damaged telecom line over the lift span. John Mann added that the repair could take place in roughly two weeks.

7. Commissioner, Committee Reports:

- a. **Marina Committee** – Commissioner Sheppard reported that there was a lot of discussion related to the rate increase. The Committee requested that Daryl Stafford explore the possibility of security cameras at the Marina boathouses
- b. **Waterfront Recreation Committee** – Daryl Stafford reported that the Committee felt it was a priority for the Port to reinstall the trashcan service and reopen all restrooms. There was also a request for the Port to focus on safety signage at the North end of Nichols Boat Basin and Frog Beach.
- c. **Bi-State Working Group (BSWG)** – Commissioner Fox reported that the BSWG received a legislative update, and they are having great progress. Efforts are underway in Washington to advance funding of about \$75 million for the replacement bridge. Efforts are also being made to push Oregon for \$20 million by summer of 2022. Commissioner Fox noted that Jen Mayer from Concept Jeneration LLC, attended the meeting to discuss P3’s with the BSWG. The meeting provided reassurance that they are on the right path. Kevin Greenwood is currently working on the Replacement Bridge Management Contract (RBMC) RFP revisions. Final draft should be ready for BSWG and Commission approval by early March.
- d. **Urban Renewal** – Commissioner Chapman reported that they appointed Clint Harris to the Urban Renewal Committee. McElwee asked if Commissioner Chapman anticipated any further discussion related to the Waterfront Urban Renewal District. Commissioner Chapman replied that she will follow up with the Committee on that. McElwee added that the end date is coming up in a couple of years and the Urban Renewal agency needs to decide about the termination of the Downtown Waterfront District.
- e. **Hood River Energy Council** – Commissioner Fox noted that the replacement bridge made it on to the Annual Work Plan. Commissioner Chapman take over Commissioner Fox’s spot on the Hood River Energy Council Committee.

8. Action Items:

- a. **Approve Nez Perce Toll Waiver Policy**

Motion: Approve Acknowledgement of Nez Perce Treaty Rights and Statement of Policy Regarding Non-Revenue Passage for Nez Perce Tribal Members and Employees crossing the Hood River – White Salmon Interstate Bridge. With the correction of the duplicate sentence.

Move: Hoby Streich

Second: Kristi Chapman

Discussion: None

Vote: Unanimous

9. Confirmation of Commission Directives to Staff:

- a. Michael McElwee and Mark Libby will setup a meeting with ODOT to discuss they analysis related to the LLT.
- b. Staff will reach out to the trucking companies that use the bridge for their input regarding the restricted weight limit and its impact on their businesses.

10. Commission Call: None

11. Executive Session: President Sheppard recessed Regular Session at 6:32 p.m. to call the Commission into Executive Session under ORS 192.660(2)(e) Real Estate Negotiations and 102.660(2)(f) to consider information or records that are exempt from disclosure by law, and 192.345(2) Trade Secrets and 192.660(2)(i) Executive Director Review.

12. Possible Action: None

11. Adjourn:

Motion: Adjourn the meeting

Vote: Unanimous

MOTION CARRIED

The meeting adjourned at 9:24 p.m.

Respectfully submitted,

Patty Rosas

Commission Memo



Prepared by: Greg Hagbery
Date: March 1, 2022
Re: Hood River Soaring Operations Agreement

Hood River Soaring is a 501(c)3 nonprofit corporation that provides glider rides, instruction, and services. They have been operating at the Ken Jernstedt Airfield since 2016 and wish to continue. Staff has received a request to renew their Operations Agreement, which expires March, 31, 2022. The attached Operations Agreement would permit their operations through March 31, 2023.

RECOMMENDATION: Approve Operations Agreement with Hood River Soaring at the Ken Jernstedt Airfield.

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PORT OF HOOD RIVER OPERATIONS AGREEMENT
FOR A FLYING ORGANIZATION
AT KEN JERNSTEDT AIRFIELD

The **Port of Hood River** (“Port”) hereby enters into an Operations Agreement (“Agreement”) with **Hood River Soaring** (“HRS”), a 501(c)3 Oregon non-profit Corporation, whereby the Port grants HRS the non-exclusive right to operate a glider Organization at the Ken Jernstedt Airfield (“Airport”). HRS and the Port may be referred to herein individually as a “party” or collectively as the “parties.”

RECITALS

1. HRS is a nonprofit glider organization.
2. HRS provides tie-down management for non-organization gliders. Revenues collected are used to maintain the existing HRS fleet, reduce the cost of soaring for Hood River’s glider community, and to further HRS’ non-profit mission.
3. HRS collaborates actively with the existing FBO
4. HRS does not provide instruction to non-organization members, but it does participate in public outreach (i.e., STEM-related class presentations at local schools, First Friday, etc.)

The parties hereby agree:

I. DESCRIPTION. In consideration of the covenants of the parties, the Port grants HSR access to and use of approximately 64,500 square feet of land, known as the “Glider Operations Area” and the “Glider Support Area” for placement of glider aircraft and a tow aircraft located at the Airport, to the East of Orchard Road and north of the airport access road, in its entirety, located in Hood River County, Oregon (the “Premises”). The Premises is identified in the attached “Exhibit A” and the Glider Operations Area and Glider Support Area are identified in the attached “Exhibits B-1 and B-2.” HSR shall only store HSR owned or authorized equipment on the Premises. Any aircraft not owned by HSR shall be the sole responsibility of HSR.

II. TERM OF AGREEMENT. The term of this Agreement shall commence on April 1, 2022 (“Effective Date”) continuing through March 31, 2023 (the “Term”) unless terminated earlier by the Port pursuant to Section VII of this Agreement. The Port and HRS may agree to renew this Agreement for an extended period if the Port determines it is appropriate to do so after considering relevant facts, including whether HRS has strictly complied with the terms and conditions of all applicable Port ordinances, regulations, policies, now or hereafter in effect, and the terms of this Agreement.

III. FEES. A fee of One Thousand Dollars (\$1,000) shall be assessed on HRS for the privilege of engaging in activities on or from Port property during the term of this Agreement.

3.1 Additional Fees:

3.1.1 Maintenance. HSR shall be responsible for any and all landscape maintenance on the Premises. HSR shall not maintain or alter the area from the edge of runway south or east 45 feet.

3.1.2 Utilities. HSR shall pay all monthly or regular charges for power, water and any other public utilities that shall be used in or charged against the Premises.

IV. USE RIGHTS AND OBLIGATIONS. Subject to HRS' complete performance of the payment, other obligations and the terms and conditions of this Agreement, Port grants HRS the following rights:

- a. The general use of all public facilities and improvements which are now or may hereafter be constructed at the Airport, including: non-exclusive use of the runways, taxiways and other airport amenities.
- b. The right to operate a glider organization, including: glider member training, currency flights, flight reviews, check-rides and recreational flights.
- c. The right to tie down up to (12) twelve gliders and one (1) tow plane at one time in the Glider Operations Area, identified on Exhibits B-1 and B-2, which are attached hereto and incorporated herein by reference, using earth anchors as tie downs.
- d. Tie downs for non-HRS owned aircraft parked in the Glider Operations Area will be managed by HRS. Glider owners who park their aircraft in the Glider Operations Area for more than three (3) consecutive days must pay a monthly fee to HRS.
- e. Tie downs will be semi-permanent, auger type tie downs which HRS will be responsible to purchase, install and maintain. Location of such tie downs will be approved by the Port. If at any time, the Port has need to have the tie downs removed, HRS will do so within seventy-two (72) hours of notification of removal from the Port.

V. OPERATING PLAN.

5.1 General Operations.

- a. All gliders and tow planes shall be operated in conformance with FAA and AGLA regulations and the rules set forth in this Ordinance.
- b. The Port or FBO may suspend or restrict Glider Flight Activities at any time for reasons of safety including, but not limited to, weather, construction, firefighting operations, maintenance, etc. whenever they deem such action to be necessary. No person shall engage in Glider Flight Activities that violates any of the terms of such a suspension or restriction.
- c. No person who owns or controls a glider shall store or park the glider in the Restricted Access Areas unless an emergency exists, written permission is obtained from the Port or FBO, or unless permitted by the terms of a concession agreement.
- d. No person shall engage in any form of ground towing to launch a glider at the Airport, other than using a tow plane connected to the glider, unless the person has written permission from the Port or the FBO to do so, or it is permitted by the terms of a concession agreement.

5.2 Glider Support Area.

- a. The Glider Support Area shall be the only Airport area used by Glider Operators for orientation and registration, waiting and observers, and shall be the only Airport area from which customers are moved to the Glider Operations Area by the pilot or support crew.
- b. Unless the Port gives written permission otherwise, the Glider Support Area shall be the only Airport area used by Recreational Glider Pilots, by their glider passengers, and by support crew to orient passengers and support crew and shall be the only Airport area from which Recreational Glider Pilots, their passengers and support crew are moved to the Glider Operations Area by the Glider Pilots or their support crew.
- c. No person shall place any canopies, picnic tables or other items intended for use by persons involved with or observing Glider Flight Activity in the Glider Support Area other than a person who has received written permission to do so from the Port.
- d. No person shall park a motor vehicle within the Glider Support Area unless located at a place designated for public parking by an official sign, or unless the vehicle has been registered with a Commercial Glider Operator and the motor vehicle is parked in a location within the Glider Support Area designated for parking under a Concession Agreement.
- e. Unless the Port gives written permission, all observers of a Recreational Glider Pilot intending to launch a Glider, their passengers and support crew, shall only meet at the Glider Support Area. All passengers, support crew, pilots and visitors may access the Glider Support Area via Orchard Road from the South. No access shall be allowed across airport property from the north.

5.3 Glider Operations Area.

- a. Unless the Port gives written permission otherwise, the Glider Operations Area shall be the only Airport area used by Commercial Glider Operators and Recreational Glider Pilots, glider passengers and persons assisting them to provide a safety briefing, pre-flight orientation, to answer questions about glider launching and flight, and make final preparations for a Glider to be launched.
- b. No person shall remain in the Glider Operations Area after completing a Glider ride longer than necessary to remove the Glider that has landed from the Glider Operations Area, or in the case of passengers longer than necessary to be transported to the Glider Support Area, unless specifically permitted to do so by the FBO or unless the Port gives written permission to do so.
- c. No person shall place any objects within the Glider Operations Area except tow planes, gliders, and equipment necessary for conducting safe glider operations.

5.4 Glider Launching.

- a. Standard Soaring Society of America (“SSA”) procedures now or hereafter adopted applicable to Glider Flight Activity on land shall be used by all glider pilots, and their

assistants, before a Glider is launched and after a Glider has landed, including using appropriate hand signals.

- b. No Commercial Glider Operator or Recreational Glider Pilot or person assisting a Commercial Glider Operator or Recreational Glider Pilot to launch a Glider shall launch a Glider when there is a motor vehicle or aircraft in the area that may cause a risk of damage to the Glider or the motor vehicle or other aircraft. Each Glider pilot and person assisting a Glider launch shall assure that a Glider departure will not conflict with aircraft that are taxiing, taking-off or landing.
- c. Each pilot who is towing a Glider to launch it shall announce their departure on UNICOM frequency prior to take-off roll.
- d. Only a tow plane shall be used to launch a Glider, unless the Glider pilot has written permission from the Port or is permitted by the terms of a Concession Agreement, to do so.
- e. No person shall engage in any form of Glider towing prior to launching a Glider at the Airport other than using a tow plane. The use of a golf cart-tow for glider taxi to/from parking and for pre-launch staging is only to be performed by HRS Club members who have been trained and approved by ground crew.

VI. INSURANCE. HRS agrees that during the Term of this Agreement HRS will keep the following policies in effect with respect to permitted activities. The policies shall name the Port as additional insured; expressly include Port commissioners, officers, employees, and agents as additional named insured; and shall contain a clause that the insurer will not cancel or change the insurance without first giving the Port at least ten days prior written notice. The insurance shall also expressly provide for the defense of the Port in any action arising out of HRS's activities at the Airport or pursuant to this Agreement. The insurance shall be provided by an insurance company registered to do business in the State of Oregon, or by a company approved by the Port, which approval shall not be unreasonably withheld. A copy of the policy or certificate of insurance shall be delivered to the Port prior to commencing operations allowed under this Agreement.

6.1 Airport General Liability. HRS shall obtain and maintain minimum coverage of one million dollars (\$1,000,000.00) single occurrence limit with an aggregate limit of \$2,000,000.

6.2 Workers' Compensation. HRS shall provide the Port with a complete list of all HRS's employees prior to commencing permitted activities, and promptly provide the Port with an updated list of all HRS's employees if HRS hires an employee after commencing permitted activities. HRS shall provide workers compensation coverage for HRS's employees, as required by ORS 656.017. Prior to commencing permitted activities, and thereafter whenever a new employee is hired by the HRS, HRS shall provide the Port with proof that workers compensation coverage is in effect for all HRS's employees.

6.3 Aircraft Passenger liability. HRS shall obtain and maintain minimum coverage of one million dollars (\$1,000,000.00) aggregate with one hundred thousand dollars (\$100,000.00) per passenger.

VII. HRS COMPLIANCE WITH APPLICABLE REQUIREMENTS

7.1 Compliance Generally. Airport and public safety are of primary importance in the performance of permitted activities. HRS agrees to comply with:

- a. All Federal and State statutes and ordinances whenever enacted; and ordinances, regulations and policies imposed by the Port, which ordinances, regulations, and policies exist now or are promulgated or modified at any time during the term of this Agreement;
- b. All terms and conditions of this Agreement;
- c. Port requirement that any employee, agent or other person in any way affiliated with HRS must possess a valid, appropriate Federal Aviation Administration (“FAA”) commercial license when engaging in instruction or other flight activity which requires such a license.

7.2 Compliance with Port Ordinance 23 and Minimum Standards. Prior to signing this Agreement, HRS has received and reviewed a complete copy of Port Ordinance 23 and Minimum Standards including attached Exhibits. HRS acknowledges that all terms are reasonable, and agrees to comply with each provision with both documents as currently enacted or as modified during the Term of this Agreement.

7.3 Compliance with FAA Requirements, Laws and Rules. For purposes of this paragraph 7.3, HRS shall be described as a “Lessee”.

7.3.1 Lessee for Lessee, Lessee’s heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree that in the event facilities are constructed, maintained, or otherwise operated on or at the premises for a purpose for which a United States Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits (“facilities”), Lessee shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

7.3.2 Lessee for Lessee, Lessee’s heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree, as a covenant running with the land, that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under the premises and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

7.3.3 Lessee agrees to comply with all existing and future laws, ordinances and government rules and regulations applicable to Lessee’s occupancy and activities at the Leased

Premises, including any related to FAA Port airport grant requirements and other FAA requirements, and to comply with reasonable rules adopted by Lessor.

VIII. ENFORCEMENT

8.1 Procedures. HRS hereby agrees to the following procedures and penalties applicable to enforcement of Port ordinances, regulations, policies and the terms of this Agreement.

8.2 Notice. If the Port alleges a violation of Port Ordinance 23, any other applicable ordinance, regulation or policy and/or breach of any provision of this Agreement, the Port shall notify HRS in writing ("Violation Notice"). A Port Violation Notice shall include a copy of any statement by, or filed with, the Port describing the alleged violation and/or breach. For the first violation and/or breach, or at the Port's discretion, the Violation Notice may state that it is only a warning, with no further Port action to be taken. If action is to be taken, the Violation Notice will set a date, time and place at which HRS may present evidence concerning the violation and/or breach ("Hearing").

8.2.1 Length of Notice. The Hearing date shall be not less than five business days after the date of the Violation Notice. HRS and the Port may mutually agree on a different Hearing date and time than stated in the Violation Notice.

8.3 Hearing. At the Hearing, HRS may deny the violation and/or breach, or explain mitigating circumstances, and may produce relevant evidence. The Port Executive Director or person designated by the Executive Director ("Hearing Officer") shall conduct the Hearing, and consider all evidence presented by HRS, and any other evidence received concerning the violation and/or breach. The Hearing Officer may consult with one or more members of the Port Airport Advisory Committee or the Port Commission about the violation and/or breach before deciding. HRS's failure to appear at the Hearing, or to provide a written denial or explanation prior to the Hearing, will be considered an admission that the violation and/or breach occurred, and consent that the Port may take whatever action the Port deems appropriate as a result. The Hearing Officer's decision about the violation and/or breach and the penalty, if any, shall be in writing ("Enforcement Order"), and shall be final when signed by the Hearing Officer.

8.4 Penalties for Non-Compliance.

8.4.1 Legal Remedies. HRS hereby further agrees to pay \$250 for each violation of Port Ordinance 23, or any other applicable ordinance, as determined by the Hearing Officer, within the sole discretion of the Hearing Officer, as a breach of contract remedy entitling the Port to liquidated damages pursuant to Section VII of this Agreement. If HRS violates any Port ordinance, regulation, policy and/or breaches any term of this Agreement the Port shall have the right to enforce any applicable legal remedy including, but not limited to, injunctive relief, allowed under the laws of the State of Oregon.

8.4.2 Termination of Agreement. HRS hereby agrees that the Port may terminate this Agreement at any time if HRS is found to have breached any condition of this Agreement, or violated any Port ordinance, regulation or policy, after notice and a hearing, as provided herein. If this Agreement is terminated, HRS shall immediately cease all activities

theretofore permitted under this Agreement, and shall receive a refund of a prorated portion of the fee paid as HRS's sole and exclusive remedy resulting from termination. HRS agrees Port termination of this Agreement shall be a sufficient reason for the Port to refuse to renew this Agreement and to refuse to grant HRS a future operations agreement.

8.4.3 Failure to Comply with Enforcement Order. If HRS fails to immediately comply with any Enforcement Order issued by the Hearing Officer after Notice and Hearing, the Port may use a duly authorized party, including a Peace Officer as defined in Port Ordinance 23, Section 2, subsection bb, to ensure compliance with the Enforcement Order, using all means allowable under the laws of the State of Oregon.

8.5 Liquidated Damages. Both HRS and Port agree that it would be impracticable and extremely difficult to ascertain the amount of actual damages caused by HRS's failure to comply with this Agreement. HRS and Port therefore agree that, in the event it is established, pursuant to the Enforcement provision of this Agreement set forth in this Section VIII, HRS has breached this Agreement, HRS shall pay to the Port, as liquidated damages, Two Hundred Fifty Dollars (\$250) for each breach, as determined by the Hearings Officer. HRS and Port further agree that this liquidated damages provision represents reasonable compensation for the loss which would be incurred by the Port due to the specified breach of this Agreement. HRS also agrees that nothing in this Section is intended to limit Port's right to obtain any other applicable remedy under the laws of the State of Oregon.

IX. ADVERTISING. HRS shall not display any advertising, including signs or banners, on Port property, other than on HRS's vehicles or aircraft, without Port's prior consent. Prior to commencing permitted activities HRS shall provide the Port with a complete list of vehicles (make, model, and license plate number, when applicable) and aircraft (type, "N" number", ownership) HRS will use for permitted activities. If HRS uses a different motor vehicle or aircraft during the term of this Agreement HRS shall promptly notify the Port and identify that motor vehicle or aircraft.

X. INDEMNIFICATION. HRS agrees to release, indemnify and hold harmless the Port and its Commissioners, agents, officers, employees, and successors from and against any and all liability, damages, business interruptions, delays, losses, claims, judgments of any kind whatsoever including all costs, attorneys' fees, and expenses incidental thereto, which may be suffered by, or caused to, the Port by reason of loss or damage to any property or injury to, or death of, any person arising from or by reason of HRS's use of the Airport. HRS shall further indemnify and hold harmless the Port from and against any and all claims, costs and expenses arising out of any act or omission of HRS or of HRS's agents, employees, contractors, partners, or invitees; and from and against all costs, attorney fees, expenses and liabilities incurred by the Port as the result of any such use, conduct, activity, work, things done, permitted or suffered, breach, default or negligence, including but not limited to the defense or pursuit of any claim or any action or proceeding resulting therefrom. In case any action or proceeding is brought against the Port because of such matter, HRS, upon notice by the Port, shall defend the same at HRS's cost. The Port need not have paid any such claim to be so indemnified. HRS, as a material part

of the consideration to the Port, states that it hereby assumes all risks of theft, loss, injury, damage or destruction of HRS's property or injury to HRS, or HRS's agents, contractors, employees, invitees, clients, partners, and successors in, upon or about the Airport arising from any cause and HRS hereby waives all claims in respect thereof against the Port.

XI. FORCE MAJEURE. HRS agrees that the Port shall not be liable for failure to perform this Agreement or for any loss, injury, damage or delay of any nature whatsoever caused by or resulting from any act of God, fire, flood, accident, strike, labor dispute, riot, insurrection, pandemic, civil disturbance, war or any other cause beyond its control.

XII. WAIVER. One or more waivers of any covenants or conditions of this Agreement by the Port shall not be construed as a waiver of a subsequent breach of the same covenant or condition, and the consent or approval by the Port to any act by HRS requiring Port's consent or approval shall not be construed as consent or approval to any subsequent act by HRS, unless the permission so states.

XIII. BINDING ON EMPLOYEES. The terms and conditions of this Agreement shall be binding on HRS's employees, contractors, agents, tenants, and any entity or person affiliated in any way with HRS.

XIV. NO ASSIGNMENT. HRS agrees not to assign or in any manner transfer any rights granted by this Agreement without the previous written consent of the Port, which the Port may grant or withhold in the Port's sole discretion.

XV. NOTICE. Any notice, request, consent, approval, demand or other communication to be given, made or provided for under this Agreement shall be in writing and deemed to be fully given by its delivery personally to the person or persons specified below or one day after actual receipt after being sent by certified mail, return receipt requested, to the following addresses, or to such other addresses or to the attention of such other persons as any party hereto shall hereinafter specify by written notice to the other parties hereto.

If to Port:

Port of Hood River
Attn: Michael McElwee
Executive Director
1000 Port Marina Drive
Hood River, OR 97031

If to HRS:

Hood River Soaring
Attn: Ron Montague
President
1640 4th Street
Hood River, OR 97031

XVI. ENTIRE AGREEMENT. This Agreement, including all other documents referred to herein which form a part hereof, contains the entire understanding of the parties hereto with respect to the subject matter contained herein. There are no restrictions, promises, warranties, covenants, or undertakings, other than those expressly set forth herein. This Agreement

supersedes all prior agreements and understandings between the parties with respect to the subject matter of this Agreement.

XVII. GOVERNING LAW. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon.

XVIII. COUNTERPARTS. This Agreement may be executed simultaneously in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. A facsimile signature shall have the same force and effect as an original.

XIX. SEVERABILITY. In the event that any provision of this Agreement, or any portion thereof, is held by a court of competent jurisdiction to be unenforceable or invalid, the validity and enforceability of the enforceable portions of any such provision and of remaining provisions shall not be adversely affected.

XX. AUTHORITY TO EXECUTE. Each of the persons executing this Agreement represents and warrants that they he/she have the authority to execute this Agreement on behalf of, and to bind, the entity they purport to represent, and agrees to indemnify and hold the other party harmless in the event such authority is found lacking.

XXI. ADVICE OF COUNSEL. In signing this Agreement, the parties hereto acknowledge that they have sought and obtained, or waived the opportunity to obtain, advice of counsel as to any and all matters contained in this Agreement, and that they fully understand and agree with the obligations and other matters contained herein.

XXII. AMENDMENTS IN WRITING. This Agreement may not be modified, amended, altered or supplemented except by a writing executed by all parties to this Agreement.

Dated this ____ day of _____, 2021.

HOOD RIVER SOARING

PORT OF HOOD RIVER

Ron Montague, President

Michael McElwee, Executive Director

Exhibit A-1
Premises



Exhibit B-1
Glider Operations Area & Glider Support Area

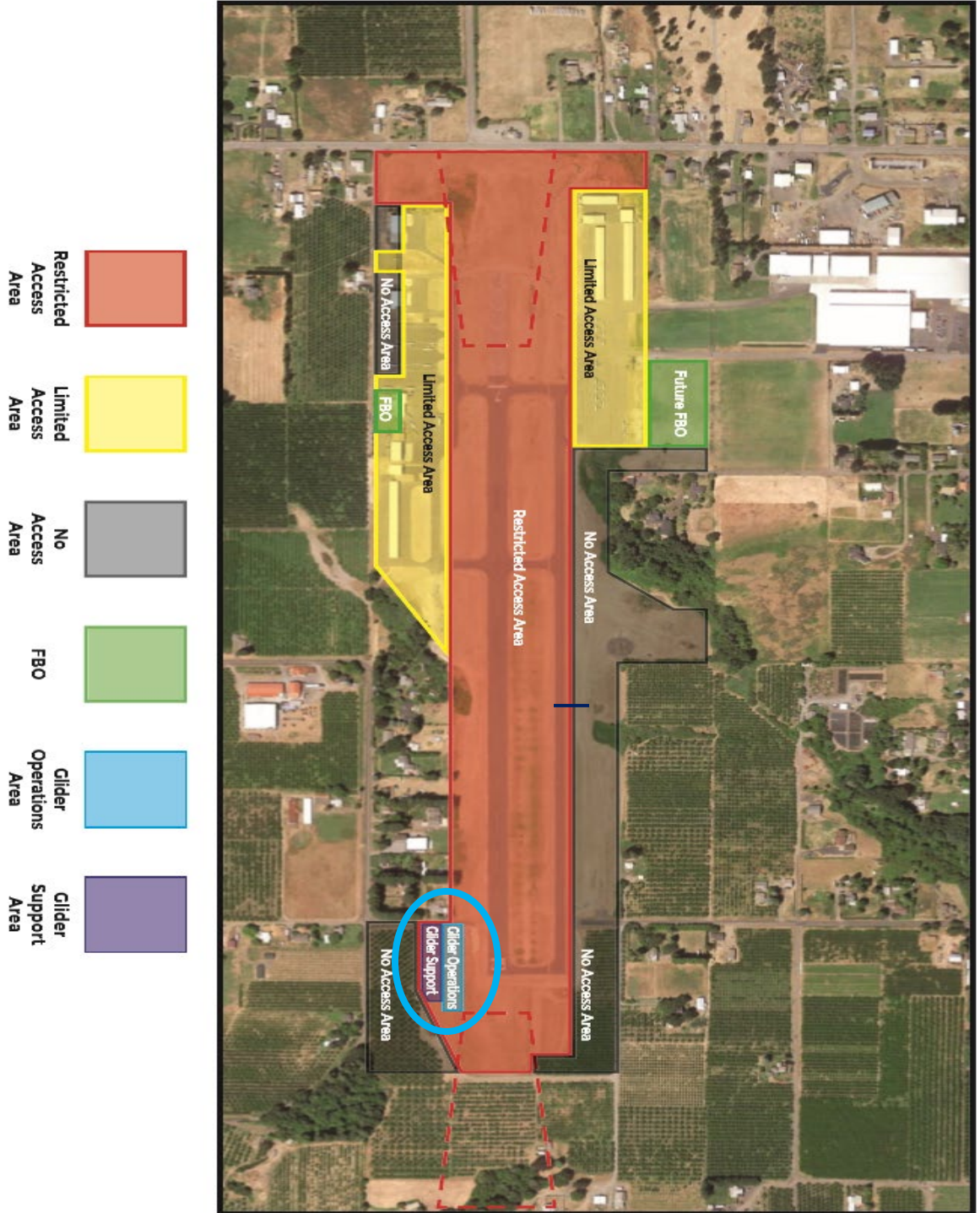


Gliders Operations
Area



Glider Support
Area

Exhibit B-2





Project Director Report
March 1, 2022

The following summarizes Bridge Replacement Project activities from Feb. 11-24:

PROJECT UPDATES

- *ODOT has not yet completed its final review of the RBMC RFP. Staff continues to prepare the document for distribution and develop materials for the selection process.*
- *Staff and BSWG members testified at the Washington House Transportation Committee last Thursday. SSB 5558 should move on to a vote of the full House later this week.*
- *In Oregon, HB 4089-1 passed both the House and Senate and will become law. SSB 5558 and HB 4089-1 are the bills establishing the bi-state bridge authority.*
- *Third meeting with Yakama Nation scheduled for March 2nd; first meeting with Nez Perce on Feb. 25th; first meeting with Umatilla on March 2nd; a follow up phone call with the Warm Springs to set a date will be made next week.*
- *Submitted proposed fiscal year 2023 project budget to CFO.*
- *Section 106 Process (for archaeological and historic mitigation)*
 - *Consulting Parties Meeting #6, March 1*
 - *Revise Memo of Agreement (MOA) based upon input, April 1*
 - *FHWA review, May 3*
 - *Revise MOA based upon FHWA input, May 17*
 - *Consulting Parties Review of MOA, June 16*
 - *Consulting Parties Meeting #7, June 6*
 - *Finalize MOA, June 23*
 - *Signatures (FHWA, Port, State Agencies, Tribes), July 8*
- *Staff met with ODOT Local Agency Certification Program Manager, Tiffany Hamilton, to discuss the Port receiving federal certification. Since the Replacement Bridge Management Contract (RBMC) is considered planning, FHWA and ODOT are allowing the Port to proceed with the procurement. The agencies, however, did note that either ODOT or a “certified local agency” will need to procure the engineering contract and the construction contract. ODOT Region 1 Local Programs Manager, Sam Hunaidi, noted that since there are federal funds (BUILD) for engineering, ODOT will undertake the procurement for the Port meaning that it won’t be necessary for the Port to undertake the certification process which can be lengthy. ODOT frequently hires out project management and owners’ representation services for projects due to their limited resources (in spite of being the largest state agency) and as such will be able to utilize the RBMC firm once that selection has been made.*
- *Elected representatives testified in front of the Oregon Transportation Commission (OTC) earlier this month. Based upon project testimony and testimony from many cities and counties around the state, the local bridge funding was increased from \$35M to \$100M. It is unclear what the selection process will be for determining projects.*

- *Rotary Presentation went well and included at least two dozen questions. Over 25 people attended.*
- *With the project now utilizing Washington state funding, WSP is preparing cost verification for the BUILD grant agreement. FHWA has requested that all of the costs from the original application be verified with third party cost estimating.*

MEETING SCHEDULE

- *Thorn Run Partners Check-in, Mar. 1*
- *Consulting Parties #5, Mar. 1*
- *Yakama Nation, Mar. 2*
- *Umatilla Agency, Mar. 2*
- *Warm Springs, Mar. 4*
- *WSP Weekly Check In, Mar. 7*
- *Cult. Resource Sec. 106, Mar. 10*
- *WSP Weekly Check In, Mar. 14*
- *BSWG Meeting, Mar. 14*
- *Thorn Run Partners Check-in, Mar. 15*
- *WSP Weekly Check In, Mar. 14*
- *NEPA Coordination, Mar. 24*
- *Cult. Resource Sec. 106, Mar. 25*

Commission Memo



Prepared by: Fred Kowell
Date: March 1, 2022
Re: Financial Review for the Six Months
Ended December 31, 2021

Attached are the following for financial reports for this period:

- Bridge Traffic and Revenue Report
- Schedule of Expenditures by Cost Center by Fund
- Schedule of Revenues by Cost Center by Fund
- Statement of Operating Revenues, Expenditures and Other Sources and Uses

Bridge Traffic and Revenue Report

With regard to the Bridge Traffic and Revenue report, for the six months ended December 31st, the bridge had 2,276,529 crossings which is 219,186 crossings over the prior six months ended in 2020. This is a 11% increase over the prior 6 months ended December 2020. However, for the six months ended December 2019, this is only 1% off from those pre-pandemic traffic numbers. Revenues are in line with our budget, and also in line with pre-pandemic levels that occurred in the first six month of the FY 2019-20 budget year. This just reinforces the fact that bridge crossings and revenues are in line with pre-pandemic levels and should see growth around the 2% each year, barring any significant bridge work, which can reduce bridge crossings.

Schedule of Expenditures by Cost Center by Fund

Personnel services is below budget due to our inability to hire all of our budgeted seasonal workers during the summer months. This was largely due to our inability to get applications in for our maintenance and waterfront seasonal staff. Due to this impact, we should be under budget for the remainder of the year.

Materials & Services is tracking well below budget, with only three asset centers that are trending higher than budget. Two asset centers, the Halyard Building and the Wasco Building have higher than anticipated utility costs but those costs will be reconciled and billed out by year end under the new lease framework. The Airport incurred significant professional services which were in the budget but not at the level that has been incurred. This is related to the commercial hangar, STS hangar and other infrastructure proposals with the airport. Due to the magnitude of these costs, the year-end Budget Transfer will need to move budgetary appropriation to the Airport to true-up this variance. The remaining asset centers should perform within their budget for the year.

Capital Outlay is tracking well below budget as most of the capital projects have been delayed due to several factors, one being that significant bridge repairs will be needed in the coming months, so freeing up or deferring capital spending is occurring. The Big 7 roof and

airport north apron projects have been completed, while the airport fuel tank is in process of being installed late April/May. Other infrastructure like the E. Anchor Way project and the Hook rigging areas are moving to completion or are moving forward. Port office improvements are nearly complete and should be by year end.

Schedule of Revenues

Please see above for toll revenues explanation.

The Port's lease properties overall are slightly below budget due to some vacancies in commercial properties. The Port's industrial properties that are under the new lease structure can give a false read that looks like they're under-performing, however the lease agreement has the Port truing up the costs by year end which brings the actuals closer to budget.

Waterfront parking should outperform the budget for the year as we had a strong first-half result. Parking is 72% of budget and should be able to surpass the budget by the end of June 2022 based upon historical activity.

Waterfront Recreation revenues are close to budget but should see the 4th quarter bring actual revenues in line with the budget by year end if historical activity repeats.

Marina and Airport revenues are either ahead of budget or will meet budget by year end.

Statement of Operating Revenues, Expenditures and Other Sources and Uses

Overall, staff will need to keep an eye on vacancies in leased properties as well as renewal terms. Lease revenues should come close to budget by year end as the year end true-up of costs will assist in bringing actual revenues close to budget. Bridge traffic and the related revenues should continue to show positive results and beat year end budget numbers. Overall, the Port is doing fine with expenses but we will be watchful to changes in revenues, if any, over the remainder of the year.

Accounts Receivables Update – With the exceptions of those on a payment plan (i.e., deferments, waivers, etc.) and two tenants (Electronic Assemblers and Real Carbon), other receivables are in line based upon aging. Real Carbon has changed office personnel but their payments are forthcoming as this is written, while Electronic Assemblers are one month behind. Staff is working with these tenants and should have this resolved over the next month.

RECOMMENDATION: Informational.

PORT OF HOOD RIVER
Bridge Traffic and Revenue Report
For the Six Months Ended December 31, 2021 and Four Prior Years

	2017-18		2018-19		2019-20		2020-21		2021-22		Change from Prior year	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
JUL	442,251	\$ 399,618	437,364	\$ 608,941	433,624	\$ 606,062	382,179	\$ 653,208	430,498	\$ 599,161	1.13	0.92
AUG	435,364	\$ 401,815	428,907	\$ 608,085	432,968	\$ 616,279	389,379	\$ 506,045	408,494	\$ 581,800	1.05	1.15
SEPT	412,452	\$ 332,996	396,517	\$ 558,537	389,473	\$ 550,380	341,474	\$ 452,982	398,102	\$ 563,147	1.17	1.24
OCT	389,210	\$ 361,315	390,814	\$ 527,573	387,460	\$ 525,481	361,145	\$ 522,775	388,007	\$ 539,143	1.07	1.03
NOV	341,147	\$ 312,337	340,044	\$ 452,602	334,390	\$ 442,364	291,634	\$ 380,546	334,212	\$ 445,788	1.15	1.17
DEC	324,278	\$ 298,530	395,038	\$ 408,966	327,627	\$ 416,540	291,532	\$ 381,274	317,216	\$ 421,155	1.09	1.10
Calendar Year Total	4,377,500	\$ 4,038,137	4,546,163	\$ 5,969,681	4,328,694	\$ 5,896,268	3,828,639	\$ 5,016,023	4,304,587	\$ 5,909,128	1.12	1.18
JAN	327,522	\$ 293,677	323,461	\$ 428,669	313,603	\$ 360,066	287,781	\$ 391,391			0.92	1.09
FEB	296,977	\$ 387,737	241,313	\$ 302,296	325,895	\$ 395,221	251,487	\$ 331,474			0.77	0.84
MAR	357,160	\$ 501,543	345,915	\$ 437,390	274,160	\$ 255,792	343,619	\$ 456,926			1.25	1.79
APR	362,150	\$ 491,217	346,668	\$ 459,806	236,700	\$ 4,393	363,955	\$ 513,733			1.54	116.95
MAY	407,141	\$ 564,038	370,757	\$ 523,822	288,565	\$ 353,299	389,522	\$ 524,955			1.35	1.49
JUN	406,529	\$ 566,765	395,038	\$ 587,179	332,373	\$ 750,423	391,694	\$ 540,455			1.18	0.72
Fiscal Year Total	4,502,181	\$ 4,911,588	4,411,836	\$ 5,903,866	4,076,838	\$ 5,276,299	4,085,401	\$ 5,655,764	2,276,529	\$ 3,150,194	1.00	1.07

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PORT OF HOOD RIVER
SCHEDULE OF EXPENDITURES BY COST CENTER BY FUND
BUDGET AND ACTUAL - 50% THROUGH THE BUDGET
FOR THE SIX MONTHS ENDED DECEMBER 31, 2021

EXPENDITURES	Personal Services				Materials & Services				Capital Outlay					Debt Service				Total Appropriation		
	Budget	Actual	Unspent	%	Budget	Actual	Unspent	%	Budget	Actual	Total	Unspent	%	Budget	Actual	Unspent	%	Budget	Actual	Unspent
<i>Toll Bridge</i>	1,291,500	556,362	735,138	43%	1,335,000	490,450	844,550	37%	192,600	66,535	66,535	126,065	35%	-	-	-		2,819,100	1,113,347	1,705,753
<i>Industrial Facilities</i>																				
Big 7	62,800	27,053	35,747	43%	178,200	90,411	87,789	51%	39,000	12,489	12,489	26,511	32%	-	-	-		280,000	129,953	150,047
Jensen Property	72,400	29,986	42,414	41%	203,300	106,315	96,985	52%	189,400	26,492	26,492	162,908	14%	160,000	80,307	79,693	50%	625,100	243,100	382,000
Maritime Building	45,100	19,473	25,627	43%	72,200	36,389	35,811	50%	20,000	-	-	20,000	0%	-	-	-		137,300	55,862	81,438
Halyard Building	69,900	30,304	39,596	43%	328,900	233,851	95,049	71%	20,000	-	-	20,000	0%	-	-	-		418,800	264,155	154,645
Timber Incubator Building	32,600	13,873	18,727	43%	37,800	16,211	21,589	43%	25,000	-	-	25,000	0%	-	-	-		95,400	30,084	65,316
Wasco Building	56,900	24,100	32,800	42%	95,200	57,834	37,366	61%	50,000	3,792	3,792	46,208	8%	-	-	-		202,100	85,726	116,374
Hanel Site	40,300	16,336	23,964	41%	27,800	2,176	25,624	8%	1,285,000	1,386	1,386	1,283,614	0%	97,600	-	97,600	0%	1,450,700	19,898	1,430,802
	380,000	161,124	218,876	42%	943,400	543,188	400,212	58%	1,628,400	44,160	44,160	1,584,240	3%	257,600	80,307	177,293	31%	3,209,400	828,778	949,820
<i>Commercial Facilities</i>																				
State Office (DMV) Building	27,800	11,321	16,479	41%	52,700	20,313	32,387	39%	25,000	-	-	25,000	0%	-	-	-		105,500	31,634	73,866
Marina Office Building	44,000	18,951	25,049	43%	55,600	30,727	24,873	55%	30,000	-	-	30,000	0%	-	-	-		129,600	49,677	79,923
Port Office Building	42,500	17,932	24,568	42%	37,900	15,314	22,586	40%	140,000	23,636	23,636	116,364	17%	-	-	-		220,400	56,882	163,518
	114,300	48,204	66,096	42%	146,200	66,353	79,847	45%	195,000	23,636	23,636	171,364	12%	-	-	-		455,500	138,193	317,307
<i>Waterfront Industrial Land</i>	99,000	37,658	61,342	38%	212,000	61,214	150,786	29%	399,000	30,353	30,353	368,647	8%	-	-	-	#DIV/0!	710,000	129,225	580,775
<i>Waterfront Recreation</i>																				
Eventsite	159,100	56,262	102,838	35%	73,500	35,947	37,553	49%	70,000	-	-	70,000	0%	-	-	-		302,600	92,209	210,391
Hook/Spit/Nichols	61,600	23,549	38,051	38%	54,500	18,952	35,548	35%	95,000	7,792	7,792	87,209	8%	-	-	-		211,100	50,293	160,807
Marina Park	213,200	81,693	131,507	38%	78,400	21,659	56,741	28%	175,500	1,540	1,540	173,960	1%	-	-	-		467,100	104,892	362,208
	433,900	161,505	272,395	37%	206,400	76,557	129,843	37%	340,500	9,332	9,332	331,168	3%	-	-	-		980,800	247,394	733,406
<i>Marina</i>	179,600	77,470	102,130	43%	123,600	50,431	73,169	41%	353,600	4,160	4,160	349,440	1%	92,500	86,050	6,450	93%	749,300	218,111	531,189
<i>Airport</i>	174,000	77,066	96,934	44%	175,500	112,533	62,967	64%	3,838,000	37,384	37,384	3,800,616	1%	243,000	-	-		4,430,500	226,983	4,203,517
Administration	35,900	-	35,900	0%	261,700	66,833	194,867	26%	109,000	12,276	12,276	96,724	11%	-	-	-		406,600	79,109	327,491
Maintenance	6,200	-	6,200	0%	153,200	55,731	97,469	36%	84,000	56,500	56,500	27,500	67%	-	-	-		243,400	112,231	131,169
<i>Total Expenditures</i>	2,714,400	1,119,390	1,595,010	41%	3,557,000	1,523,290	2,033,710	43%	7,140,100	284,336	284,336	6,855,764	4%	593,100	166,357	183,743	28%	14,004,600	3,093,372	9,480,426
Bridge Repair & Replacement Fund	309,800	137,967	171,833	45%	1,108,000	433,878	674,122	39%	4,665,000	295,472	295,472	4,369,528	6%	78,500	-	78,500	0%	6,161,300	867,316	5,293,984
General Fund	286,700	101,812	184,888	36%	563,850	230,032	333,818	41%										850,550	331,844	518,706

Unfavorable Variance - Expenditures

Please Note: With regard to the Wasco building, the property taxes were paid in November that is causing a unfavorable variance at this point, but the budget will catch up by year end.

With regard to the Halyard building, utilities are higher than anticipated but will be caught up when the 12 month utility reconciliation occurs. Property taxes also were paid in November and the budget will ultimately catch up by year end.

With regard to the Airport Materials and Services budget to actuals, the amount of professional services incurred are significantly above the budget and the variance will need to be trued up in the year end budget transfer process.

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PORT OF HOOD RIVER
Schedule of Revenues by Cost Center By Fund
Budget to Actuals - 50% Through Budget
For the Six Months Ended December 31, 2021

	REVENUES				
	Budget	Actual	Total	Variance	%
REVENUE FUND					
<i>Toll Bridge</i>					
Bridge Tolls	6,249,000	3,151,048	3,151,048	(3,097,952)	50%
Cable Crossing Leases	12,500	-	-	(12,500)	0%
Other	213,000	620,654	620,654	407,654	291%
	6,474,500	3,771,702	3,771,702	(2,702,798)	58%
<i>Industrial Facilities</i>					
Big 7					
Lease Revenues	343,400	158,988	\$ 158,988	(184,412)	50%
Reimbursements/Other	58,900	40,241	\$ 40,241	(18,659)	
Jensen Property	672,600	293,073	293,073	(379,527)	44%
Maritime Building	407,400	179,357	179,357	(228,043)	44%
Halvyard Building	624,100	310,482	310,482	(313,618)	50%
Timberline Incubator Building	93,100	44,678	44,678	(48,422)	56%
Lease Revenues	3,500	9,692	9,692	6,192	
Reimbursements					
Wasco Building	334,100	129,351	129,351	(204,749)	39%
Hanel	60,750	35,470	35,470	(25,280)	58%
Lease Revenues	734,400	-	-	(734,400)	
Land Sales	1,250,000	3,441	3,441	(1,246,559)	0%
Other Financing Sources/Leases	4,582,250	1,204,774	1,165,863	(3,377,476)	26%
<i>Commercial Facilities</i>					
State Office (DMV) Building	36,000	23,453	23,453	(12,547)	65%
Lease Revenues					
Marina Office Building	71,300	19,374	19,374	(51,927)	29%
Lease Revenues	4,000	2,572	2,572	(1,428)	
Reimbursements					
Port Office Building	48,550	24,275	24,275	(24,275)	50%
Lease Revenues					
Reimbursements	159,850	69,673	69,673	(90,177)	44%
<i>Waterfront Industrial Land</i>					
Grants	-	-	-	-	
Parking	124,000	89,459	89,459	(34,541)	72%
Other Income	10,000	5,133	5,133	(4,867)	51%
	134,000	94,592	94,592	(39,408)	71%
<i>Waterfront Recreation</i>					
Eventsite, Hook and Spit	183,800	88,340	88,340	(95,460)	48%
Eventsite - Passes/Permits and Concessions	9,400	7,798	7,798	(1,603)	83%
Hook/Spit/Nichols					
Marina Park	9,500	5,019	5,019	(4,481)	53%
Sailing Schools, Showers and Events	7,600	3,725	3,725	(3,875)	49%
Lease Revenues	2,700	2,218	2,218	(482)	82%
Reimbursements	213,000	107,100	107,100	(105,900)	50%
<i>Marina</i>					
Lease Revenues	240,500	254,694	254,694	14,194	106%
Moorage Assessment	84,900	84,853	84,853	(47)	100%
Reimbursements/Other	56,900	34,783	34,783	(22,117)	61%
Grant	139,300	-	-	(139,300)	0%
	521,600	374,330	374,330	(147,270)	72%
<i>Airport</i>					
Lease Revenues	229,800	189,537	189,537	(40,263)	82%
Reimbursements	30,200	6,754	6,754	(23,446)	22%
Grants	261,600	-	-	(261,600)	0%
Other Financing Sources	3,301,000	-	-	(3,301,000)	0%
	3,822,600	196,291	196,291	(3,626,309)	5%
<i>Budget to Actual Revenues</i>					
<i>Revenues less Other financing sources</i>					
	15,907,800	5,818,461	5,684,958	(10,049,931)	37%
	10,955,900	5,815,020	5,681,517	(5,101,472)	53%
GENERAL FUND					
Property taxes	84,300	78,885	78,885	(5,415)	94%
Other Sources	9,000	47,350	47,350	38,350	526%
Transfers from other funds	764,250	331,369	331,369	(432,881)	43%
	\$ 857,550	\$ 457,604	\$ 457,604	\$ (399,946)	53%
BRIDGE REPAIR & REPLACEMENT FUND					
Grants	3,544,000	202,835	202,835	(3,341,165)	6%
Transfers from other funds	2,617,300	\$ 649,180	649,180	(1,968,120)	25%

Note 1: Bridge revenues is in line with the budget, with traffic volumes in line with FY 2019-20 Pre-Pandemic.

Note 2: Industrial properties under the new lease agreements will get trued up for costs associated with utilities, maintenance and property taxes at year end. This will align them to the budget by year end.

Note 3: Marina Office Building vacancies are causing an unfavorable variance in revenues and will do so by year end.

Note 3: Waterfront Industrial Land and Recreation are ahead of budget coming off of peak season which should set well for when summer season begins again.

Note 4: Marina and Airport revenues are tracking ahead of budget and will do so by year end.

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PORT OF HOOD RIVER
STATEMENT OF OPERATING REVENUES, EXPENDITURES AND OTHER SOURCES AND USES OF FUNDS
AND BUDGET VS ACTUAL PERFORMANCE
FOR THE SIX MONTHS ENDED DECEMBER 31, 2021

	REVENUE FUND								BRIDGE REPAIR & REPLACEMENT FUND	TOTAL	
	Bridge	Industrial Buildings	Commercial Buildings	Waterfront Land	Waterfront Recreation	Marina	Airport	Administration Maintenance	GENERAL FUND		
OPERATING REVENUES											
Tolls	\$ 3,170,535									\$ 3,170,535	
Leases		\$ 1,151,400	\$ 67,102		\$ 3,725	\$ 339,547	\$ 189,537			1,751,310	
Reimbursements		49,933	2,572		2,218	34,783	6,754			96,259	
Fees, Events, Passes and Concessions				\$ 89,459	101,157					190,616	
Property taxes								78,885		78,885	
<i>Total Operating Revenues</i>	<u>3,170,535</u>	<u>1,201,333</u>	<u>69,673</u>	<u>89,459</u>	<u>107,100</u>	<u>374,330</u>	<u>196,291</u>	<u>-</u>	<u>78,885</u>	<u>5,287,605</u>	
Operating Expenses											
Personnel Services	556,362	161,124	48,204	37,658	161,505	77,470	77,066	-	101,812	1,359,169	
Materials & Services	490,450	543,188	66,353	61,214	76,557	50,431	112,533	122,564	230,032	2,187,199	
<i>Total Operating Expenses</i>	<u>1,046,812</u>	<u>704,312</u>	<u>114,557</u>	<u>98,871</u>	<u>238,062</u>	<u>127,901</u>	<u>189,599</u>	<u>122,564</u>	<u>331,844</u>	<u>3,546,368</u>	
<i>Operating income/(Loss)</i>	<u>2,123,723</u>	<u>497,021</u>	<u>(44,884)</u>	<u>(9,413)</u>	<u>(130,963)</u>	<u>246,429</u>	<u>6,692</u>	<u>(122,564)</u>	<u>(252,959)</u>	<u>1,741,237</u>	
Other Resources											
Income from other sources	23,469	3,441		5,133	-	-	-	33,100	1,141	74,202	
Grants	577,698								46,209	202,835	
Sale of land	-	-		-	-	-	-	-	-	-	
Note receivables	-								-	-	
<i>Total Other Resources</i>	<u>601,167</u>	<u>3,441</u>	<u>-</u>	<u>5,133</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>33,100</u>	<u>47,350</u>	<u>900,944</u>	
Other (Uses)											
Capital projects	(66,535)	(44,160)	(23,636)	(30,353)	(9,332)	(4,160)	(37,384)	(68,776)	-	(295,472)	
Debt service	-	(80,307)	-	-	-	(86,050)	-	-	-	(166,357)	
<i>Total Other (Uses)</i>	<u>(66,535)</u>	<u>(124,466)</u>	<u>(23,636)</u>	<u>(30,353)</u>	<u>(9,332)</u>	<u>(90,210)</u>	<u>(37,384)</u>	<u>(68,776)</u>	<u>-</u>	<u>(746,164)</u>	
Transfers In/(Out)	(649,180)							(331,369)	331,369	649,180	
<i>Net Cashflow</i>	<u>\$ 2,009,175</u>	<u>\$ 375,995</u>	<u>\$ (68,520)</u>	<u>\$ (34,633)</u>	<u>\$ (140,295)</u>	<u>\$ 156,219</u>	<u>\$ (30,692)</u>	<u>\$ (489,609)</u>	<u>\$ 125,760</u>	<u>\$ (7,384)</u>	<u>\$ 1,896,016</u>
BUDGET VS ACTUAL PERFORMANCE											
FY 2020-21 Budget											
Operating revenues - Budget	\$ 6,261,500	\$ 2,597,850	\$ 159,850	\$ 134,000	\$ 213,000	\$ 382,300	\$ 260,000	\$ -	\$ 84,300	\$ 0	\$ 10,092,800
Operating revenues - Actuals	2,549,881	1,201,333	69,673	94,592	107,100	374,330	196,291	-	78,885	0	4,672,084
Actuals greater/(Less) than budget	(3,711,619)	(1,396,517)	(90,177)	(39,408)	(105,900)	(7,970)	(63,709)	-	(5,415)	-	(5,420,716)
	41%	46%	44%	71%	50%	98%	75%		94%	100%	46%
Operating expenses - Budget	2,626,500	1,323,400	260,500	311,000	640,300	303,200	349,500	457,000	850,550	1,417,800	8,539,750
Operating expenses - Actuals	1,046,812	704,312	114,557	98,871	238,062	127,901	189,599	122,564	331,844	571,845	3,546,368
Actuals (greater)/Less than budget	1,579,688	619,088	145,943	212,129	402,238	175,299	159,901	334,436	518,706	845,956	4,993,382
	40%	53%	44%	32%	37%	42%	54%		39%	40%	42%
Other Resources - Budget	213,000	\$ 1,984,400	-	-	-	139,300	3,562,600	18,250	9,000	4,669,000	10,595,550
Other Resources - Actuals	620,654	3,441	-	-	-	-	-	33,100	1,141	210,752	869,089
Actuals greater/(Less) than budget	407,654	(1,980,959)	-	-	-	(139,300)	(3,562,600)	14,850	(7,859)	(4,458,248)	(9,726,461)
Other (Uses) - Budget	192,600	1,886,000	195,000	399,000	340,500	446,100	3,838,000	193,000	-	4,743,500	\$ 12,233,700
Other (Uses) - Actuals	66,535	124,466	23,636	30,353	9,332	90,210	37,384	68,776	-	295,472	\$ 746,164
Actuals (greater)/Less than budget	126,065	1,761,534	171,364	368,647	331,168	355,890	3,800,616	124,224	-	4,448,028	11,487,536
	35%	7%	12%	8%	3%	20%	1%	36%	#DIV/0!	6%	6%
<i>Net Position - Budget vs Actuals</i>	<u>\$ (1,598,212)</u>	<u>\$ (996,855)</u>	<u>\$ 227,130</u>	<u>\$ 541,367</u>	<u>\$ 627,505</u>	<u>\$ 383,919</u>	<u>\$ 334,208</u>	<u>\$ 473,510</u>	<u>\$ 505,432</u>	<u>\$ 835,736</u>	<u>\$ 1,333,740</u>

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Commission Memo



Prepared by: Greg Hagbery
Date: March 1, 2022
Re: Lower Mill Properties & Development

In 2016 the Port of Hood River began the process of purchasing and preparing four individual tax parcels totaling 11.34 acres of Industrial zoned property at the Lower Hanel Mill in Odell, for future development. A modified Plat Plan is attached.

The considerable site development efforts made by the Port to prepare the tax parcels to be shovel ready included environmental cleanup to remove soil contaminants, log pond excavation, demolition of existing buildings, wetland remediation, utility installation, site grading, an Intergovernmental Agreement (IGA) with Crystal Springs Water District which required the Port to provide 1,350 lineal feet of 10" main water line to get water utilities to the site, road paving and numerous staff hours to oversee and coordinate these efforts.

A wetland mitigation project remains yet to be accomplished for tax lot 902 before that parcel is considered shovel ready for development. Thus far, total acquisition and development costs are approximately \$2.7M.

The Port undertook these efforts and significant capital costs to develop with the intention of retaining one or more of the lots for Port future development and marketing the remaining to private developers who best fit with the Port's vision for the Lower Mill; that of a light industrial manufacturing complex, with increased job density. The Port worked with Livermore Architects to develop proof-of-concept site plans (attached) showing how this complex might be realized at the Lower Mill.

Momentum for any development partnerships at the Lower Mill was significantly halted by COVID. To maintain revenue from the parcels, the Port agreed to three short term ground leases on tax lots 1015 (log storage and cleaning), 1017 (concrete batch plant) & 1101 (material storage). All the short-term leases are near expiration or have expired already with two of the three entities having communicated a very strong desire to continue to lease for longer than the original terms.

Recent discussions pertaining to the Bridge Replacement Project has suggested the possibility that the Port might retain acreage at Lower Mill for a material lay down yard. Staff is seeking clarification on the total acreage the Port is willing to obligate for future bridge construction. This will help determine which lot(s) would be required to accommodate this need.

Port staff has recently begun receiving inquiries from private developers interested in the availability of lots for purchase at Lower Mill. Therefore, staff is seeking to confirm whether

the original intention of retaining one or more lots and marketing the remaining for sale is still the desire of the Commission.

The Port Commission may wish to consider:

- Retain two lots (1017 & 1101) for Port future development and market lots (1015 & 902*) for sale
- Retain one lot (1015) and market lots (1017, 1101 & 902*) for sale
- Market all lots for sale
- Refrain from marketing any lots for sale and proceed with extending existing ground leases

* Lot 902 requires a wetland remediation project that needs to be completed prior to shovel ready consideration.

RECOMMENDATION: Discussion.

GENERAL NOTES

- SITE PLAN IS CONCEPTUAL IN NATURE AND MAY REQUIRE ADDITIONAL DESIGN AND ENGINEERING CONSULTANTS TO COMPLETE THE DESIGN.
- EXISTING CONDITIONS BASED ON CIVIL DRAWINGS BY WEST GEOENVIRONMENTAL SERVICES DATED 11/18/2016.

GENERAL SITE INFORMATION

ADDRESS	3289 NEAL CREEK ROAD HOOD RIVER, OR 97121	TRACT NO.	1011
TRACT NUMBER	1011	SECTION	1011
OWNER	WEST GEOENVIRONMENTAL SERVICES	ADJACENT PARCELS	1011, 1012, 1013
SETBACK REQUIREMENTS	FRONT: 5 FT, SIDE: 5 FT, REAR: 5 FT	ADJACENT PARCELS	1011, 1012, 1013
EXISTING USE	VACANT LAND	ADJACENT PARCELS	1011, 1012, 1013
PROPOSED USE	LIGHT INDUSTRIAL	ADJACENT PARCELS	1011, 1012, 1013

GENERAL BUILDING INFORMATION

EXISTING BUILDING	NO EXISTING BUILDINGS
EXISTING BUILDING FLOOR AREA	NO EXISTING BUILDINGS
PROPOSED BUILDING FOOTPRINT	TABLE 1012, 1013, 1014
PROPOSED BUILDING FLOOR AREA	TABLE 1012, 1013, 1014

PARKING

SPACE	REQUIRED	AVAILABLE	NET AVAILABLE	REMARKS
TABLE 1012	33	1	32	
TABLE 1013	33	1	32	
TABLE 1014	33	1	32	
TOTAL	99	3	96	

NOTES:
 A. ACTUAL REQUIRED NUMBER OF SPACES FOR M-1 ZONE (ONE PER EMPLOYEE PER COUNTY OF HOOD B. ESTIMATED PARKING CALCULATIONS FOR "NEED" ARE BASED ON 1 STANDARD PARKING SPACE PER 1,000 C. ACCESSIBLE PARKING PER TABLE 1106.1.1 OF OSC. D. BICYCLE PARKING REQUIRED PER COUNTY OF HOOD RIVER ZONING CODE -- TWO SPACES PER USE.

LANDSCAPING, SCREENING & LIGHTING NOTES

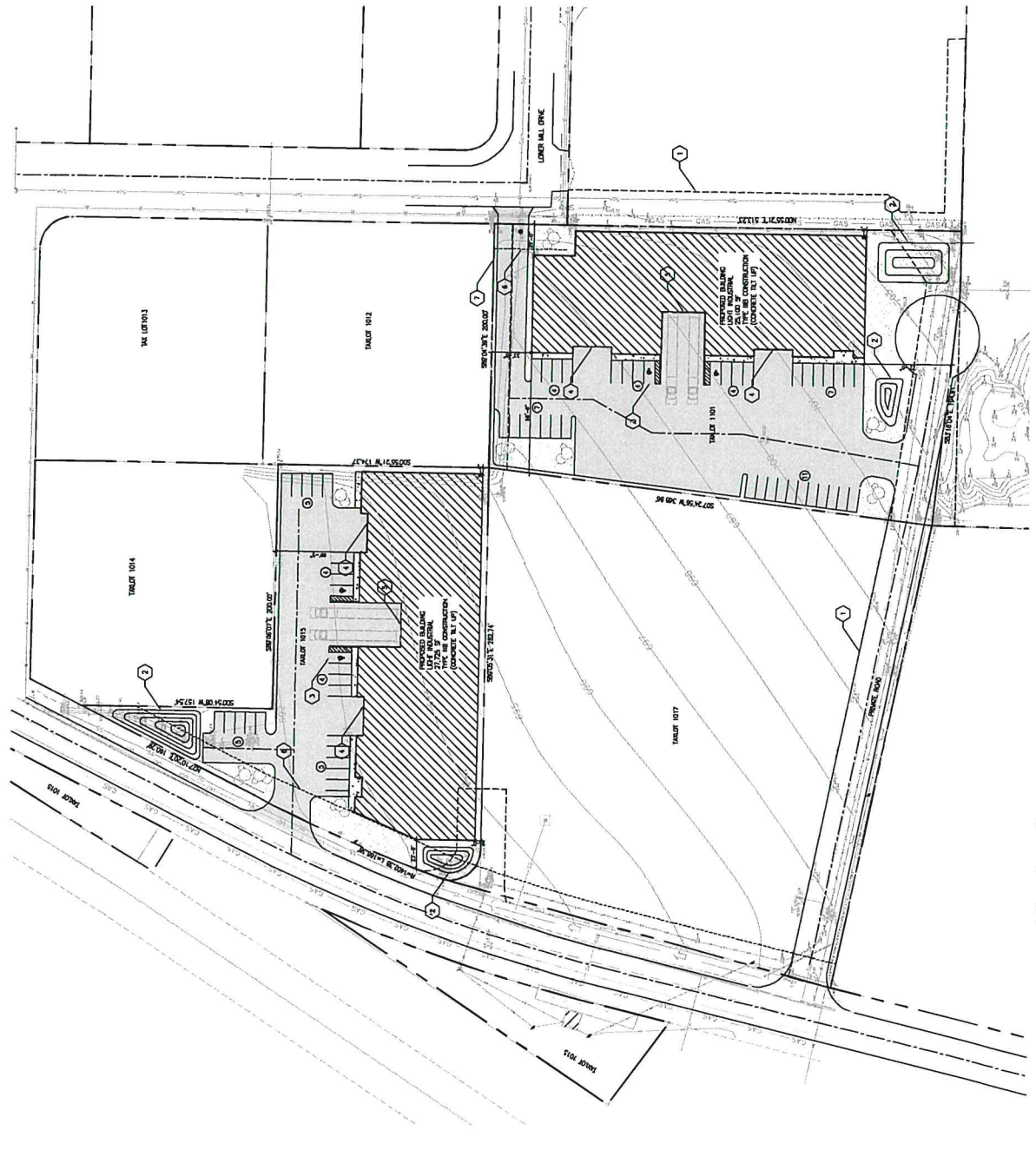
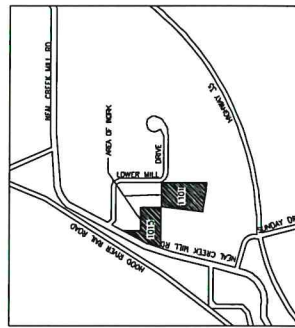
- PLANTING AREAS SHOULD BE POSSIBLE IN THE LANDSCAPED STREET ATTACKS WITH ONLY MINIMAL CONSTRUCTION REQUIRED TO INSTALL PLANTING.
- SCREENING AND LIGHTING SHOULD BE PROVIDED AS MUCH AS POSSIBLE TO MINIMIZE VISUAL IMPACTS TO ADJACENT PARCELS.
- SCREENING AND LIGHTING SHOULD BE PROVIDED TO ALL EXTERIOR CONDITIONS OF COMMUNICATIONS, PLUMBING, POWER, AND MECHANICAL EQUIPMENT.
- SCREENING AND LIGHTING SHOULD BE PROVIDED TO ALL EXTERIOR CONDITIONS OF COMMUNICATIONS, PLUMBING, POWER, AND MECHANICAL EQUIPMENT.
- SCREENING AND LIGHTING SHOULD BE PROVIDED TO ALL EXTERIOR CONDITIONS OF COMMUNICATIONS, PLUMBING, POWER, AND MECHANICAL EQUIPMENT.

KEYNOTES

- 1 DRIVE ACCESS AND JOCK UTILITY FACILITY
- 2 SHOWER FACILITY
- 3 NW ACCESSIBLE PARKING
- 4 DRIVEWAY ACCESS
- 5 LOADING DOCK
- 6 20' SETBACK
- 7 UNDERGROUND UTILITY DUCTS

LEGEND

- PROPOSED BUILDING
- PROPOSED DRIVEWAYS AND PARKING AREA
- PROPOSED LANDSCAPING



1 SITE PLAN - OPTION A
 1" = 40'-0"
 0 10' 20' 30'

2 VICINITY PLAN
 NOT TO SCALE

LOWER MILL CONCEPT DESIGN
 PORT OF HOOD RIVER
 3289 NEAL CREEK MILL ROAD
 HOOD RIVER, OREGON 97031

LIVEMORE ENGINEERING INC.
 1500 N. W. 23RD AVE.
 HOOD RIVER, OR 97121

DATE 1/17/20
DESC. PRELIMINARY
NOT FOR CONSTRUCTION

ST101

GENERAL NOTES

- 1. SITE PLAN IS CONCEPTUAL IN NATURE AND MAY REQUIRE ADDITIONAL DESIGN AND CLARIFYING CONDITIONS BASED ON THE FINDINGS BY LOCAL ENVIRONMENTAL SERVICES DATED 7/10/2018.

GENERAL SITE INFORMATION

TAXLOT NUMBER	1013	1101
USE	M-1 (INDUSTRIAL)	M-1 (INDUSTRIAL)
STRENGTH REQUIREMENTS	AS PER ASCE 7-02	AS PER ASCE 7-02
MAX FLOOR AREA RATIO	3.5	3.5
PROPOSED USE	LIGHT INDUSTRIAL	LIGHT INDUSTRIAL

GENERAL BUILDING INFORMATION

EXISTING BUILDING FOOTPRINT	NO EXISTING STRUCTURES
EXISTING BUILDING FLOOR AREA	NO EXISTING STRUCTURES
PROPOSED BUILDING FOOTPRINT	BUILDING A: 11,700 SF BUILDING B: 15,000 SF
PROPOSED BUILDING FLOOR AREA	TOTAL FLOOR: 26,700 SF BUILDING A: 11,700 SF BUILDING B: 15,000 SF

PARKING

SPACE TYPE	REQUIRED	PROVIDED	NET AVAILABLE	DEFICIENCY	COMMENTS
TOTAL 1013	20	1	1	19	
TOTAL 1101	20	1	1	19	
TOTAL 1013 & 1101	40	2	2	38	
DEFICIENCY					

NOTE: ACTUAL REQUIRED NUMBER OF SPACES FOR M-1 ZONE SPACES PER DEVELOPER PER COUNTY OF HOOD RIVER ZONING CODE. CALCULATIONS FOR "NET" ARE BASED ON 1 STANDARD PARKING SPACE PER 1,000 SQUARE FEET OF BUILDING AREA. SEE PER PER USE 1101.1 OF CODE.

LANDSCAPING, SCREENING & LIGHTING NOTES

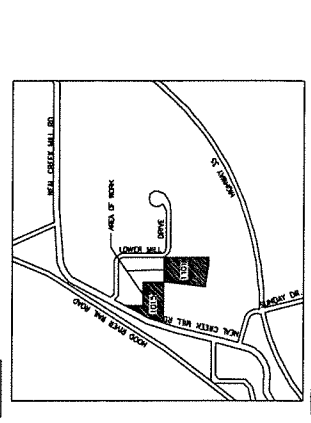
- 1. SCREENING AND LIGHTING SHALL BE PROVIDED IN THE APPROVED STREET SETBACKS WITH ONLY MINIMAL OBSTRUCTION TO VIEWS FROM ADJACENT PROPERTIES.
- 2. SCREENING SHALL BE PROVIDED AT THE ADJACENT AND SURROUNDING VALLEY VIEWS FOR ALL PARCELS INVOLVED IN THIS PROJECT.
- 3. MINIMIZE THE VISUAL IMPACT OF ALL EXTERIOR COMPONENTS OF COMMUNICATIONS, PUMPS, PANELS, ETC. WITH THE COLOR, FINISH, AND MATERIALS USED.
- 4. SCREENING SHALL BE PROVIDED TO OCCULT ALL EXTERIOR COMPONENTS FROM ADJACENT STREETS OR PROPERTIES.
- 5. PROVIDE LIGHTING AND AIR OUTDOOR EQUIPMENT.

KEYNOTES

- 1. PRIVATE ACCESS AND JOINT UTILITY EASEMENT
- 2. STORMWATER FACILITY
- 3. WALK ACCESSIBLE PARKING
- 4. OVERHEAD UTILITY CROSSING

LEGEND

- PROPOSED BUILDING
- PROPOSED DRIVEWAYS AND PARKING AREA
- PROPOSED LANDSCAPING



1 SITE PLAN - OPTION B
1" = 60'-0"
2 VISION PLAN
NOT TO SCALE

NOT FOR CONSTRUCTION

LIVERMONT
ARCHITECTS
1000 S. MAIN ST.
PORT OF HOOD RIVER, OR 97031
TEL: 503.325.1234
WWW.LIVERMONTARCHITECTS.COM

LOWER MILL CONCEPT DESIGN
PORT OF HOOD RIVER
3289 NEAL CREEK MILL ROAD
HOOD RIVER, OREGON 97031

DRAWING TITLE:
SITE PLAN - OPTION B
DRAWN BY: MM
CHECKED BY: DAL

DATE: 7/10/2018
SCALE: PRELIMINARY

Deputy Executive Director's Report

March 1, 2022

Administration

- Michael McElwee is on vacation until March 7. Genevieve Scholl is serving as acting ED in Michael's absence.
- The March 1 meeting will include a joint work session with the Board of Commissioners of the Port of Cascade Locks. This is an opportunity for Commissioners to meet and exchange information with your colleagues in Cascade Locks who, as owners of the only other tolled bridge facility in Oregon and our BreezeBy licensing client, are significantly important partners.
- The following schedule for the FY22-23 Budget process was approved on February 1:

April 5 - Spring Planning Session. *Commission reviews updated 10-Yr. Financial Model and gives staff direction of primary budget drivers and related policy issues. (Half Day.)*

May 10 - Budget Committee Meeting. *The Budget Committee reviews Proposed Budget, adopts FY 22/23 Approved Budget and approves 22/23 tax levy. NOTE: this is a special meeting and does not coincide with our regular Commission meeting schedule. (Half Day.)*

June 7 Commission holds public hearing on FY 22/23 Approved Budget.

June 21 Commission Adopts FY 22/23 Budget and approves FY 21/22 Budget transfers.

- Attached are the legislative updates received from Thorn Run and Boswell Consulting. There has been quite a lot of activity in both legislatures since these reports were received. Kevin Greenwood will provide an up-to-the-minute report at the meeting.
- We have received a small number of applications for the Facilities Worker II and the Office Specialist II positions that are now open. Interviews will be scheduled with qualified candidates in the next couple of weeks.
- The OneGorge Advocacy group has prepared gift bags and an updated informational video for presentation to the Oregon and Washington legislators and their staff in an effort to raise awareness of the Gorge as a single, inter-dependent bi-state community, and promote legislative priorities, including bridge replacement. Senator Chuck Thomsen and Representative Gina Mosbrucker and their staff are helping to distribute the gift bags in the capitol buildings.
- The Oregon Health Authority has announced that the indoor mask mandate for public spaces and schools will end on March 19. Staff will update the Port's COVID protocols and

distribute the updated information to all staff, customers and visitors to the Port building and other facilities.

- Radcomp has completed the hardware and software system set up that will enable the Commission to return to in-person meetings in the Port conference room with remote public access available. This is a best standard post-COVID provision that will enable hybrid Zoom/In-person public meetings with a livestream and time-stamped video archive. The Commission should discuss whether to hold the March 15 meeting at the Port conference room with this system, which is now possible but may be problematic as the mask mandate would still be in place and the audio quality thus not optimal.
- The Winter 2022 Port newsletter is off to the printers and will be bulk mailed to every mailbox in the Port District as well as all in the Bingen and White Salmon zip codes. This issue includes the 2021 Annual Report.

Recreation/Marina

- Daryl Stafford is on vacation through March 5. She has, however, been working remotely and responding to customer emails at her discretion.
- The Marina continues to experience break-ins and thefts. Reported thus far are two boat house break-ins, two dinghies stolen (1 recovered) and six boat break-ins. Staff met with Aset Advanced Security, the company that will be installing cameras at the Airport, at the Marina last Friday and is waiting for an estimate for additional camera installation there.
- The Hook rigging area project is underway and on schedule. The concrete has been poured and they will be soon moving onto the rock work. Project completion date is expected before the end of March. This project was funded by a grant from Travel Oregon.
- The Invitation to Bid for the Boat Launch Floats and Ramp project was issued on January 26 and five contractors attended the mandatory walkthrough on February 16. All contractors confirmed fabrication dates are much further out than in the past and that we should expect at least a 6-month turnaround time to have them built. Bids are due March 1.
- Attached are the Marina Committee and Waterfront Recreation Committee meeting minutes from last month.

Development/Property

- Staff received notification from Hood River County Administrator Jeff Hecksel that the County has found another commercial space for their Veterans Service Office with a longer available lease term, and therefore decline the approved lease in the Marina Park #1 Building. Staff will continue to market the space.

Bridge/Transportation

- The Facilities Department crew completed the shim work on the north end rocker bearings during a 5-hour night-time full closure of the bridge on February 25.
- Miscellaneous steel repairs identified in the fracture critical inspection will take place on Thursday, March 3. There will be single-lane closures from 8:30AM – 5:30PM with flaggers on the bridge directing traffic around the UBIT truck and crew. Port Facilities crew will be leading the repair work.
- The Invitation to Bid for the Approach Overlay Project will likely be issued the week of March 14.
- The Wire Rope Replacement Project bid documents are coming together and the Invitation to Bid will likely be issued late May to early June.

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2022 Legislative Session Weekly Report Port of Hood River February 18, 2022

Week Six

Tuesday marked a major deadline for the 2022 legislative session. All bills needed to pass out of their chamber of origin to stay alive. The last bill must begin debate by 5:00 PM on cutoff day in order to be considered. Leading up to the deadline the legislature debated many controversial proposals for several hours taking up significant floor time, leaving several bills to die on the House and Senate floor calendars. However, any bill that is deemed necessary to implement the budget is not subject to cutoffs.

Notable pieces of legislation that made it through before the cutoff include [HB 1837](#), which is legislation that would restore the state's ability to address work-related musculoskeletal injuries. This piece of legislation is particularly controversial as it would seek to overturn a longstanding prohibition on L&I rulemaking authority on this topic as a result of an initiative. I-841 was passed by voters in 2003 and repealed the ergonomics rule and prevented new rulemaking unless a federal standard is adopted. The floor debate took 9 hours total, the house debated 18 amendments and final adoption through the night. Ultimately the vote passed by a very slim margin 50-48 and will now move to the Senate for further consideration.

Priority pieces of legislation that failed to make it through the cutoff include Governor request legislation, [HB 1782](#), related to middle housing. The bill requires local jurisdictions to allow for more dense housing options in areas that have been traditionally zoned for single-family housing. The bill has been controversial as it moved through the legislative process. Low-income housing advocates support the legislation while local jurisdictions and local level homeowners have concerns. This year, there was more broad support for the bill as environmentalists, realtors, and other groups weighed in with support. However, ultimately the bill did not move forward.

Last week, the Democrats released their [transportation plan](#) called "Move Ahead Washington." On Tuesday, the Senate brought the revenue portion of the package, [SB 5974](#), to the floor for a vote which passed 29-20. On Wednesday, House Transportation leadership Representatives Fey and Barkis joined The Impact for an in depth interview and look at the \$16.8 billion dollar proposal. To watch that video, [click here](#).

On Wednesday, the Senate released their [Capital Budget Proposal](#) and the largest spending areas are as follows; \$472 for housing, \$120 million for broadband, \$327 for water, and \$115 million for school seismic safety. To see a more detailed report, [click here](#). It is anticipated that the House will release their version on Monday.

Wednesday, the state Economic & Revenue Forecast Council released the February Revenue Forecast which projected a \$2.774 billion increase in revenue. This amount combined with the prior increases experienced since lawmakers adopted the 2021-23 budget, revenues have now exceeded expectations by \$10.5 billion. The House and Senate are expected to release the rest of their budget proposals on Monday, with hearings to follow. Negotiations between the House and Senate will begin and the final budget must pass the legislature by March 10th.

In a press release on Thursday, Governor Jay Inslee provided next steps in the changing COVID protocols relating to mask mandates. With dropping hospitalization rates, beginning March 21st Washingtonians will no longer be required to wear masks in most places. You can read the full update [here](#).

Some notable videos of interest this week include the Virtual Town Hall on Climate where Governor Inslee joined former Vice President Al Gore and current White House National Climate Advisor Gina McCarthy; [click here](#) to

watch. [Republican leadership availability](#) was hosted by House Leader J.T. Wilcox and Rep. Eric Robertson and Senate Minority Leader John Braun and Senate Whip Keith Waggoner. During this discussion, the republicans discussed cutoffs, their perspective on how session is going so far, and their priorities for the remainder of session. During the [Democratic leadership availability](#), Majority Leader Senator Andy Billig and Deputy Majority Leader Rebecca Saldana joined from the Senate and House Speaker Laurie Jenkins and Majority Leader Pat Sullivan joined from the House. Democrats were given the opportunity to provide insight on many different issues they are facing right now.

Following the House of Origin cutoff legislators will go back to committee hearings and executive sessions until the Opposite House Fiscal Cut Off on February 24th.

[SB 5558](#) - *Concerning the bistate governance of interstate toll bridges owned by local governments*

This legislation had originally been scheduled for a hearing on February 17th, but was pushed off the agenda due to prioritization of the tax bill ([HB 2119](#)) which took up the entire hearing. The bill has been rescheduled for a public hearing in front of the House Transportation Committee on [Thursday, February 24th at 1:30 PM](#).

Important Dates:

~~Feb 3 - House of Origin Policy Cutoff~~

~~Feb 7 - House of Origin Fiscal Cutoff~~

~~Feb 15 - House of Origin Floor Cutoff~~

Feb 24 - Opposite House Policy Cutoff

Feb 28 - Opposite House Fiscal Cutoff

March 4 - Opposite House Floor Cutoff

Port of Hood River Bill Status & Upcoming Events Report

Upcoming Events

Transportation (House) - Virtual - 2/21 @ 3:30pm

- [HB 2118](#) - Public Hearing - Concerning additive transportation funding and appropriations. (Remote testimony.)

Transportation (Senate) - Virtual - 2/21 @ 4:00pm

- [SB 5975](#) - Public Hearing - Concerning additive transportation funding and appropriations. (Remote testimony.)

Transportation (House) - Virtual - 2/22 @ 3:30pm

- [HB 2119](#) - Exec Session - Addressing transportation resources.

Transportation (Senate) - Virtual - 2/23 @ 3:00pm

- [SB 5975](#) - Exec Session - Concerning additive transportation funding and appropriations.

Transportation (House) - Virtual - 2/23 @ 3:30pm

- [SB 5510](#) - Public Hearing - Concerning renewal of the sales and use tax for transportation benefit districts. (Remote testimony.)

Transportation (House) - Virtual - 2/24 @ 1:30pm

- [HB 2118](#) - Exec Session - Concerning additive transportation funding and appropriations.
- [SSB 5558](#) - Public Hearing - Concerning the bistate governance of interstate toll bridges owned by local governments. (Remote testimony.) (Support/High)

Transportation (House) - Virtual - 2/25 @ 10:00am

Bill #	Abbrev. Title	Short Description	Status	Sponsor
HB 1010 (Dead)	Motor vehicle sales tax	Dedicating the state sales tax on motor vehicles for transportation.	H Approps	MacEwen
SHB 1025 (Dead) (SB 5006)	Local parks funding options	Concerning local parks funding options.	H Rules R	Wicks
HB 1093 (Dead) (SB 5091)	Operating budget, 2nd supp.	Making 2019-2021 fiscal biennium second supplemental operating appropriations.	H Approps	Ormsby
SHB 1094 (Dead) (ESSB 5092)	Operating budget	Making 2021-2023 fiscal biennium operating appropriations.	H Rules X	Ormsby
SHB 1135 (Dead) (SSB 5165)	Transp. budget 2021-2023	Making transportation appropriations for the 2021-2023 fiscal biennium.	H Rules X	Fey
HB 1136 (Dead) (SB 5166)	Supp. transportation budget	Making 2019-2021 supplemental transportation appropriations.	H Transportation	Fey
HB 1603 (Dead)	Transportation/general fund	Shifting funding obligations from the transportation appropriations act to the operating appropriations act.	H Approps	Barkis
HB 2084 (Dead) (SB 5934)	Third WA-OR bridge study	Requiring the joint transportation committee to conduct a study of a third bridge over the Columbia river between southwest Washington and Oregon.	H Transportation	Vick
HB 2118 (Dead) (SB 5975)	Additive transp. funding	Concerning additive transportation funding and appropriations.	H Transportation	Fey
HB 2119 (Dead) (ESSB 5974)	Transportation resources	Addressing transportation resources.	H Transportation	Fey
SB 5006 (Dead) (SHB 1025)	Local parks funding options	Concerning local parks funding options.	S Ways & Means	Van De Wege
SB 5091 (Dead) (HB 1093)	Operating budget, 2nd supp.	Making 2019-2021 fiscal biennium second supplemental operating appropriations.	S Ways & Means	Rolfes
SSB 5125 (Dead) (SHB 1193)	Dredged material disposal	Affirming the process for disposing of dredged materials for federal navigation channel	S Rules X	Cleveland

		maintenance and improvement.		
SB 5166 (Dead) (HB 1136)	Supp. transportation budget	Making 2019-2021 supplemental transportation appropriations.	S Transportation	Hobbs
SB 5168 (Dead)	Electric utility advisory	Concerning renewable and nonemitting resources analysis and advisory opinions.	S Environment, E	Short
ESB 5232 (Dead)	Toll revenue bonding	Limiting bonding toll revenues on certain state highway facilities.	S Rules X	King
SB 5510	Transp. benefit district tax	Concerning renewal of the sales and use tax for transportation benefit districts.	H Transportation	King
SSB 5558	Interstate toll bridges	Concerning the bistate governance of interstate toll bridges owned by local governments.	H Transportation	King
SSB 5835 (Dead)	Workers' comp marriage study	Concerning workers' compensation.	S Rules X	Saldana
SB 5934 (Dead) (HB 2084)	Third WA-OR bridge study	Requiring the joint transportation committee to conduct a study of a third bridge over the Columbia river between southwest Washington and Oregon.	S Transportation	Wilson
ESSB 5974 (HB 2119)	Transportation resources	Addressing transportation resources.	H Transportation	Lias
SB 5975 (Dead) (HB 2118)	Additive transp. funding	Concerning additive transportation funding and appropriations.	S Transportation	Lias



Week 3: 2022 Legislative Session

Issues Requiring Attention This Week

Monday, February 21st

Bill Number	Bill Summary	Next Hearing Date	Next Hearing Location	Priority
HB 4089	Establishes statutory framework for local governments in Oregon and Washington to enter commission formation agreement to create bistate governance commission to oversee construction, maintenance, repair, operation, renewal, financing and refinancing of new interstate toll bridge across Columbia River.	02/21/2022 11:00 AM	Third Reading Senate Floor	1

- Although the bridge commission bill is scheduled for a floor vote tomorrow, since there are several bills ahead of it on the agenda and the Republicans are forcing all bills to be read in full on the Floor before being voted on, the vote on HB 4089 may not happen until later in the week.

Last Week in Review

Week three saw the Oregon Legislature move through the mid-point of the 2022 session. Friday served as the deadline for policy committees (including joint policy committees) to notice bills for a work session. Thursday, February 24th is the final deadline for policy committees – by that date, bills must have received an affirmative vote or their legislative path ends. Bills that have been referred to the Rules Committees, Revenue Committees or Joint Ways and Means Committees are not subject to these deadlines and remain “alive” until the session concludes.

The Senate and House Republican caucuses refused to waive the Constitutional requirement that bills be read in their entirety on the floor before a final vote. This slowed the pace of consideration, although the chambers walked into the weekend with only a short list of bills still waiting for consideration. While the universe of bills has remained largely the same because of the strict limits on bill introductions, two significant bills were introduced this week. One reconceives the essential worker cash benefit introduced in a different form early in session, and the second is a e-recycling bill introduced to address recycling issues in Southern Oregon. Both bills will be considered in committee in the coming week. The highest profile bill of controversy, which addresses overtime for agricultural workers, moved from the House Business and Labor Committee to the House Revenue Committee giving stakeholders more time to find compromise.

THORN RUN PARTNERS

GOVERNMENT RELATIONS

This coming holiday week will provide no respite for the legislative process as the Legislature has a full body of work starting on Monday. Committees will press through their agendas to approve bills by Thursday's deadline. Many of the bills still in policy committees have either seen significant opposition, or have amendments which have slowed their path. In a sign that the session is entering its final phase, Joint Ways and Means Subcommittees will begin considering policy bills this week. Much of the remaining session will be focused on the mid-biennium budget adjustments typical of a short session. The atypical part of this short session is the magnitude of investments that the Legislature may make. Between remaining federal relief funds and historic revenue levels, the mid-cycle spend could be high.

MARINA ADVISORY COMMITTEE
Meeting Minutes
Thursday, Feb 10th, 2022
Location- Port Boardroom 8:00- 9:00 am

Present:

Port Commissioner: President Ben Sheppard

Port Staff Members: Waterfront Manager Daryl Stafford

Committee Members: Steve Tessmer, Steve Carlson, Josh Sceva, Ted Lohr

Guest: Jaime Mack- Gorge Jr. Sailing Program

1. **Staff Report- Waterfront Update:** Daryl Stafford provided the Committee with a summary of recent Commission directives and Port Waterfront activity:
 - i. **Marina Strategic Business Plan 2021-2026 Overview**
 - a) Establishing financial self-sustainability in all non-bridge arenas of Port operations is a primary concern. The center of Port efforts for the next 5 years will be the bridge replacement effort.
 - b) Revenue from bridge tolls that was previously used to subsidize the Marina Basin is likely to go away.
 - c) Port's strategy relating to funding is to have the Marina support itself by user fees and to find efficiencies to reduce costs. The intent is to maintain if not improve current levels of service before considering operational cuts.
 - ii. **Bridge Replacement Project Update**
 - a) Timeline- 2026 start, 2030 completion, creation of the Bi-State Working Group.
 - b) Likely there will be significant impacts to the Marina Basin during construction and there may be intermittent closures for access and use of the surrounding area for construction staging.
 - iii. **Marina Capital Improvement Projects**
 - a) Marina Guest Dock Boat Ramp Floats- project is out to bid for construction of the ramps. Scheduled implementation of the ramps would be late Fall as to not conflict with high usage times.
 - iv. **Long term considerations for future budget requests**
 - a) Opportunities after bridge completion- there may be possibilities Federal/Grant funding for capital improvement projects when the construction project is completed.
 - b) Potential for additional access points and dock extensions along with the possibility of upland dry dock storage.
 - c) The Committee encouraged staff to be ready to start the permitting process for Marina developments once the Bridge construction is formalized so that we are ready to go when opportunity presents itself.

2. Topics for Discussion:

- a. **2022 Rate Increase-** Committee requested clearer communication from Port Staff regarding rate increases and reasoning behind them. Discussion with concerns regarding locals getting priced out of the Marina and what could be done to preserve opportunities for the community. Suggestions for additional sources of revenue above tenant moorage fees:
 - i. Paid parking at the Marina Boat Ramp. Committee suggested that the Port implement the Pay-to-Park kiosks around the Basin. Port Staff mentioned there are some restrictions with the OSMB and grants that may require free parking for X ? amount of spots. Staff said they would investigate this for more details.
 - ii. Increased fees for tenants and waitlist applicants who live out of county or area.
 - iii. Allotting only a certain percentage of slips to be offered to people who are not residents of the county or area.
- b. **Marina Assessments time out dates-**
 - i. The Committee presented documentation that the dates for the time out of the assessments may be incorrect. Port Staff agreed to research the archives and financials and report back to the Committee.
- c. **Marina Security**
 - i) Recent break-ins have prompted requests for cameras for gate and ramp. Staff has met with the company that is providing the cameras at the Airport and is waiting to hear back with a bid. Commissioner Sheppard said once we get the bids to bring it to the Commission immediately for a vote on the approval request.
 - ii) Request for night security that would provide dock walks. The Port currently has night security however they do not include dock walks. The Port is interviewing new firms and hopes to find a company that would include the service.
 - iii) Marina high speed internet- the Committee recommends that Staff investigates getting high speed internet for the Marina Moorage so that individuals could set up their own security systems. Staff said they will reach out to local providers to check possibilities and pricing.
- d. **Boat House Leases and Replacement Requirements**
 - i. Current boat house leases were issued in 2014 and require that the Port give a 5-year notice for termination and issuing new leases. As part of a Port wide lease evaluations and updates, the Port will give notice in 2022 so that new leases will get drafted for approval in 2027 and would start in 2028. Steve Tessmer, Committee boat house representative, requested that the new leases that would offer the same 5-year notice and terms.
 - ii. Reasons for the lease updates- Tenant compliance for lease requirements, updated environmental requirements, updated flotation requirements, sanitation requirements, vetting from the Port Legal team for terms, and Port wishing to have complete autonomy over the Marina Basin for the Bridge Replacement Project.

e. New Boat Houses Replacement and Design

- i. One of the existing boat houses was recently demolished and the owner is working on plans for a new one. The Committee is in favor of the replacement with requirements that would be good for 20 years down the road and inline with all Government and Local Agencies, and Environmental and Port requirements being satisfied.
- ii. Plans should be reviewed by Committee before being presented to the Commission.

f. Repairs/Maintenance

- i. Port Staff informed the Committee that Oregon Marine Construction, the company that removed the boat house for demolition, did a really good job and were great to work with and expressed interest in wanting to work with the Port on future dock repairs. It has been extremely difficult to find contractors who are willing to travel to HR because they have so much work available near home, so Port Staff was very pleased that they want to come back. There are repairs that need to happen that are beyond what Port Staff can perform so Staff will contact them when the project goes out to bid.
- ii. This Spring Port Facility crew will perform an evaluation of critical sections of dock that need maintenance to identify priorities for repairs.

3. Public Discussion/Input

- a. Jr. Sailing Update- Jaime Mack, co-owner of the non-profit kids Jr. Sailing program gave the Committee an update of the exciting things going on including efforts towards diversity and inclusion. They have been part of local school STEM (Science, Technology, Engineering and Math) programs and have been working on collaborations with Culture Seed and Girls at the Helm. Several grant opportunities have presented themselves that should help to grow the Program. The High School team has been working well with Jr. Sailing combining efforts and gear along with sharing South Basin Dock storage and utilization.

Minutes prepared by Daryl Stafford

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WATERFRONT ADVISORY COMMITTEE

Meeting Minutes

Wednesday, Feb 9th, 2022

Location- Port Boardroom 8:30- 9:30 am

Present:

Port Commissioner: Heather Gehring

Port Staff Members: Daryl Stafford, Genevieve Scholl

Committee Members: Mike Stroud, Scott Tennant, Mark Hickok, Josh Sceva, Aaron Baumhackl, Carlos Cornelis, Todd Anderson, Doug Newcomb

Guest: Fish and Wildlife Police Officer Quintin Nelson

Absent: Laird Davis, Adam Van denBos, Kass Bergstrom

Waterfront Strategic Plan/Visioning: Genevieve Scholl, Port Deputy Executive Director, gave the Committee an overview of the updated Port 2021-2026 Strategic Plan touching on a few overarching agreements:

- The center of Port efforts for the next 5 years will be bridge replacement effort.
- Establishing financial self-sustainability in all non-bridge arenas of Port operations is a primary concern.
- Port's strategy relating to funding is to find new sources of revenue and to find efficiencies to reduce costs. The intent is to maintain if not improve current levels of service before considering operational cuts.

Staff Report- Waterfront Update: Daryl Stafford, Port Waterfront Manager, provided an update regarding short term and long-term projects along the Waterfront. Topics included:

- Bridge Replacement Project- The creation of the Bi-State Working Group and estimated timelines for construction and completion, along with the likely affects that will take place, with the most significant impact at the Marina Basin.
- Waterfront Capital Improvement Projects underway or soon to begin-
 - The Hook rigging area project starts this week. Funding offset by a Grant from Travel Oregon and a contribution from the CGW2.
 - Marina Boat Ramp float replacement project is out to bid this week. Construction date will likely be scheduled sometime late Fall.
 - Utilities/infrastructure for Lot #1.
- Long-term considerations for future budget requests/projects- The Committee was provided with a copy of the current CIP proposed projects for the Waterfront listed in the FY 2021/2022 budget.

Waterfront Stakeholder Discussion: Each member of this Committee represents a different user group of the Waterfront. They provide Port Staff with invaluable knowledge and experience with the issues that impact the interests of the sectors they represent. Members

were asked to provide suggestions, options, and feedback to improve and enhance the Waterfront in a fiscally responsible manner that meets the need of the Community. The information provided will help the Port identify safety issues, signage needs, gaps in service, and property maintenance and facility needs. It may also be used for reviews of policy, projects, funding and putting together budget requests.

Below is a summary of the Roundtable discussion.

- **Watersport recreation, President of the Columbia Gorge Wind and Water Association (CGW2)- Mike Stroud:** Would like the Port to consider establishing a vehicle size/length limit and to prohibit trailer parking at The Hook. Overlength vehicles and vehicle/trailer combos pose safety concerns and cause congestion, therefore one option would be to limit them to parking in Lot #1. With the popularity of winging the Waterfront Park is also getting utilized a lot more so disallowing the large, oversized vehicles in that area would help with congestion. Mr. Stroud also suggested that the Port establishes a limited “no parking” area at the far South end of The Hook so vehicles could safely turn around. He also requested that law enforcement help guide him with content to use on the CGW2 website to answer questions regarding emergencies on the Columbia River Waterways and shorelines. Trash service (more receptacles) at the Hook and additional port-a-potties would be appreciated. Mr. Stroud suggested that Waterfront businesses help with trash collection/disposal on City and Port property as much of the waste comes from take out items, and that they are the direct beneficiaries of the visitor traffic.
- **Marine Law Enforcement, WA Department of Fish and Wildlife Officer- Quintin Nelson:** Mr. Nelson discussed emergency response plans and shared that water rescues are a joint effort between the Oregon and Washington Sheriff’s Departments, Columbia River Inter-Tribal Police, State Police and the Coast Guard. He will provide the CGW2 with some content for safety/emergencies for their website. He said he cannot emphasize enough that locating a person in the water can very difficult so being a really good survivor or reporting party is critical to a successful recovery. People should stay clear of responding units if they are not involved or do not have information that is pertinent. Regarding Marina security, Mr. Nelson mentioned that crime in Marinas in the Portland area has increased significantly over the last year and suggested having cameras around the Marina Basin might be helpful as they are finding there has been an uptick in thieves accessing the docks by boat. The HR Marina has been experiencing several break ins over the last few weeks.
- **Kayak/SUP community and the Gorge Paddle Center concession at Nichols Basin- Todd Anderson:** Concerns over the public’s lack of awareness regarding deep water and drop offs at the beaches in Nichols Basin, specifically Frog Beach and the area next to the inlet at the north end. So many families with young kids play in that area and seem to be clueless of the hazards. He was glad to see the life jacket station however felt the Port should have better signage with pictures showing deep water and drop offs. Mr. Anderson also shared concerns about the increased E-Foils in the Basin, as it has

become a popular learning area but does not blend well with existing user groups, and that the mix could be dangerous. He felt dredging the mouth for better access for the various user groups would be helpful and thought the additional swim dock mentioned in the SBP would be a wonderful addition to the area.

- **Kiting Community and Port Lesson/Rental Concessions and Kite the Gorge owner- Carlos Cornelis:** Safety concerns regarding debris out on the Sandbar and in the marsh area at the north end of Nichols Basin were expressed with suggestions to organize beach clean ups with complete removal, not just relocation of logs. Mr. Cornelis felt that dredging of the mouth of Nichols would greatly improve the area, along with improved access areas to the Basin. He encouraged Law Enforcement to allot more time on jet skis, as they are most useful for water rescues. He brought up dogs on the Spit and sandbar are an ongoing problem with the kilters and their gear, and how they don't mix. Better signage letting dog owners know that the kites are a hazard to their dogs, and their dogs (paws/nails) are a hazard to very expensive kites. He also mentioned it would be great to have more access ramps along the Hook Jetty or in front of Jensen to accommodate the influx of wing-foilers.
- **Marina Committee, member of the Hood River Yacht Club (HRYC) & Hood River Outrigger Canoe Club (HROCC) representative- Josh Sceva:** Discussed concerns over the current rate increases at the Marina and how he is worried that locals are getting priced out. He suggested that the Port offer boat and trailer dry storage (upland) in an area around the Marina Basin to help generate revenue and offset the costs of the Marina, while helping to meet the demand for the public's need for boat storage. He let the group know about the growth of the Jr. Sailing & High School Sailing programs and community involvement. Switching hats to the HROCC, Mr. Sceva felt dredging the mouth of Nichols would be a huge enhancement for the club, as it is very difficult to carry the 400lb boats in and out of the Basin. He also expressed safety concerns at Marina Beach regarding kite launching and landing, and unassuming beach goers, dog walkers and families that are in harm's way. Discontinuing kilters launching and landing in that area should be a consideration.
- **Fishing Community and Emergency Responder- Scott Tennant:** For fisherman utilizing the boat ramp, having the restrooms open and trash cans would be a big improvement and enhancement to the experience. Offering overflow parking behind the DMV would be helpful on busy days with signage letting people know where to go so that people aren't parking in such a manner that would block an emergency vehicle from getting through. Regular length vehicles parking in spots designated for vehicles with trailers has become problematic so signage and painting the stalls would help. He noticed that the guest dock has nails backing out so for safety reasons requested or Facility crew check it out. Mr. Tennant suggested that for public information, especially people parking near the Event Site and Nichols Basin, to see if our Pay-to-Park App will send automatic messages regarding safety issues and recommended additional signage around the Basin warning of the drop offs.

- **Parks & Recreation, Director Mark Hickok:** The potential Dog Park located at the East end of the Hook has not been forgotten! They were ready to start the project but by the time they were ready to go out to bid the prices so high it was a deal breaker. Now that time has passed it has become complicated with the City, so it has become difficult to move forward. Parks & Rec hopes to regain momentum with this project when it's a better time to build. Mr. Hickok also kindly pointed out that the Port is missing one major user group representation and that is families, so he volunteered to take that position as well. He felt the Frog Beach was not a safe for he and his young family due to the drop offs, and now takes his kids to the Marina Beach. Opening the restrooms and reinstating trash service would greatly enhance that area and should be a priority for the Port. He said he picks up trash on the jetty during every visit. Mr. Hickok mentioned that the City of HR contracts out the cleaning of the restrooms at the Waterfront Park and thought the Port may want to do the same.
- **Waterfront Business Representative and owner of Solstice, Aaron Baumhackl:** Restauranteurs have taken a serious hit from Covid, especially mental stress. Solstice staff has experienced burnout, so he has had to close on Mondays and Tuesdays. They changed their business model to accommodate State Covid mandates, doing a lot more take-out. Mr. Baumhackl suggested that the Port evaluate the overall visitor experience when making decisions involving the Waterfront, with a focus on sustainability and infrastructure. The scheduling of large events is part of that, and how at peak times it's just too much to handle the additional crowds. Better signage at the entrance to direct people would be helpful. He reminded us that when the public restrooms are closed people use business restrooms putting additional strain on staff to keep up with the cleaning. Trash collection was also discussed as far as what the businesses could do better to not create extra packaging from take out orders, and the need for more trash cans on the Waterfront. The concept of the Port having Waterfront Hosts during busy times to help encourage people to do the right thing was mentioned and well received. Due to the large crowds over 4th of July and how challenging it is to deal with the crowds he thought it would be great if the fireworks were on New Year's Eve.
- **Port Event Site Host, Doug Newcomb:** Due to the large number of Event Site passes sold over the past few years there seems to be considerable confusion with what vehicles may park in various locations, and Mr. Newcomb thought the Port should work on better managing people's expectations and sense of entitlement and creating awareness of the rules. He suggested eliminating the staff in the Event Site booth and shifting those jobs to parking enforcement (and parking education) and felt that would be a greater benefit to the Port and better PR so people aren't frustrated. People tend to park along the red curbs and pose a hazard for maneuvering large emergency vehicles, so having staff helping to move them along would be great. The increased visits of over-length big RVs towing trailers have become problematic to the Event Site as they can't make the corner at the entrance and end up driving up on the sidewalk and grass to make the turn, along with exceeding the length of the over-sized parking stalls. Limiting size/length to Lot #1 would be helpful. He also suggested that the Port doesn't close the Event Site lot when it is full, and to let people drive through and look

for a spot. Staff could put up a lot full sign, but if vehicles wanted to drive in they could, and that by allowing this it would reduce people getting upset about not being able to get in when they see empty spots. Also, a review of signage at the Event Site for parking and parking hours would be good because it is currently confusing and inconsistent.

Minutes Prepared by Daryl Stafford

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