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**Agenda for the**  
**MEETING OF THE REGIONAL AIRPORT BOARD**  
**OF THE**  
**COLUMBIA GORGE REGIONAL AIRPORT**

(Established cooperatively between the City of The Dalles, Oregon and Klickitat County, Washington)

Friday, September 15, 2017 @ 7:00am

Meeting to be Held at the Airport Terminal in Dallesport, WA

- I. Call to Order**
- II. Roll Call**
- III. Approval of the Agenda**
- IV. Approval of Minutes: August 19, 2017**
- V. Public Comments (items not on the Agenda)**
- VI. Board Member Comments (items not on the Agenda)**
- VII. Discussion Items**
  - A. DNR Lease**
  - B. Mr. Englund's hangar Update**
  - C. Flex Space Update**
  - D. RFP Update**
- VIII. Management Report**
  - A. Budget Review**
- IX. Next Meeting Date: October 20, 2017**
- X. Adjournment**

**Minutes of the Board of Directors Special Meeting  
Regional Airport Authority**

August 18, 2017

*Airport Terminal – Dallesport, Washington*

**CALL TO ORDER**

Chairman Jim Wilcox called the meeting to order at 7:02 a.m.

**ROLL CALL**

Members present: Tim McGlothlin, Tim Urness, Dave Griffith, Terry Trapp, Jim Wilcox, Norm Deo and Dave Sauter, Terry Trapp. Absent:

Staff members present: Rolf Anderson and Chuck Covert of AMI, Julie Krueger of the City of The Dalles and Matthew Klebes of the City of The Dalles.

**APPROVAL OF AGENDA**

Chairman Wilcox requested that the discussion of the Englund hangar be moved up prior to Public Comments due to the fact some people attending the meeting needed to leave early. With that change the Agenda was approved unanimously as amended.

**APPROVAL OF MINUTES**

The July 19, 2017, Minutes were unanimously approved.

**DISCUSSION ITEM**

Mr. Wilcox started the discussion of the lease with Mr. Englund. The Board had an extensive discussion of this matter and the entire discussion is transcribed on the attached Exhibit 1 in order to completely cover all of the discussion.

After thorough discussion and upon a motion made and seconded the Board unanimously recommended that the City and County to allow Mr. Englund to move forward with the hangar construction provided that the lease be concluded in 15 days and that the lease include a provision for long-term maintenance

**PUBLIC COMMENTS**

None.

**BOARD MEMBER COMMENTS**

Mr. Urness reported that the drag race had gone well and there was a good turnout. The Airport share was \$2,133.60 and the Boy Scouts received \$1,200. The Board requested that AMI compose a letter on behalf of the Board thanking the BPA and Wilson Construction for their cooperation.

**DISCUSSION ITEMS**

**Minutes of the Board of Directors – Columbia Gorge Regional Airport**

August 21, 2015

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Mr. Morgan discussed his proposed road easement and development. He stated the road would be constructed to County standards and was widened from 40' to 60'. Mr. Morgan stated the County had approved the location where his road enters onto Dallesport Road. Mr. Morgan stated his attorney was working with Gene Parker on the agreement. The Board invited Mr. Morgan to the next Board meeting to discuss the road further.

The Board listened to a presentation from Blokart Windsurfing about using the closed runway for wheeled windsurfing rigs. The Board discussed the issue of potential liability from this use and other issues including the possibility that Blokart Windsurfing could hold an event on the closed runway similar to the drag races or the windsurfing events held in the Gorge. The Board invited Blokart Windsurfing to attend future Board meetings as he develops more ideas for this potential use.

AMI presented suggestions for controlling the use of the closed runway including raising the rates for some of the users, restricting the location on the runway where certain events are held such as drift cars, limiting the time of the use for noise issues and requiring a damage deposit from the users. The Board suggested a \$1,000 deposit for all users to cover potential damages and other costs and suggested that the Airport review the City of The Dalles Festival Park Agreement as a model for a future written agreement with all of the users. The Board suggested the hours of use be limited to 9:00 am to 6:00 pm and the fee be raised to \$400 to \$500 per day for most of the users. The Board also suggested reviewing potential camping fees for some of the runway users. Any use would require specific restrictions such as no fires, including charcoal fires and other considerations. The Board requested that AMI bring a formal proposal for the Board to review at the next Board meeting.

### **Manager's Report**

AMI reported that it had not received a copy of the Budget for the previous month but was confident all expenses were normal.

The Board requested that AMI look into the issues involving an RV site on the Airport and to place that issue on the Agenda for the next Board meeting.

AMI reported that RUTE Foundation Systems had been to the Airport looking at a proposed site on the Airport. AMI had just received some information from RUTE the day before but did not have sufficient information to discuss it with the Board at this time. AMI expected this issue will be on next month's Agenda.

### **NEXT REGULAR MEETING**

September 15, 2017

**ADJOURNMENT**

Chairman Jim Wilcox adjourned the meeting at 9:06 a.m.

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Jim Wilcox, Chairman

# Exhibit 1

TRANSCRIPT OF RECORDING OF MEETING OF THE REGIONAL AIRPORT BOARD OF THE COLUMBIA GORGE REGIONAL AIRPORT: August 18, 2017. 7:00 AM, at Columbia Gorge Regional Airport.

PRESENT:

Jim Wilcox, Chairman of Airport Board  
Dave Sauter: Klickitat County Commissioner.  
Tim Ernest: Airport Board member  
Tim McGlothlin, Airport Board member  
Dave Griffith, Airport Board member  
Terry Trapp, Airport Board member  
Norm Deo, Airport Board member

Chuck Covert, AMI/GAS  
Rolf Leirvik, AMI/GAS  
Ron Berg, GAS  
Julie Krueger, City Manager  
Gene Parker, City Attorney

Mr. and Mrs. Englund  
Kenny Ingabo, contractor

WILCOX: Call to order at 7:03 AM on the 18<sup>th</sup> of August, 2017. Roll call, please.

LEIRVIK: Tim McGlothlin.

McGLOTHLIN: Here.

LEIRVIK: Tim Ernest.

ERNEST: Here.

LEIRVIK: Dave Griffith.

GRIFFITH: Here.

LEIRVIK: Terry Trapp.

TRAPP: Here.

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LEIRVIK: Jim Wilcox.

WILCOX: Here.

LEIRVIK: Norm Deo.

DEO: Present.

LEIRVIK: Dave Sauter.

SAUTER: Here.

WILCOX: We have all of the members of the Commission present and accounted for.

Before the approval of the agenda, I would request the concurrence on one change. I would like to move Mr. Englund's hangar issue to be the next –right after the approval of the minutes, and the reason is there are people here that have to go other places and are involved in that particular issue, and I would like to get it right in front of the –so is there any problem with that?

BOARD MEMBERS: No. Nope.

WILCOX: Okay. In fact, public comments, Board member comments will follow. So if there are –are there any additions to the agenda? [No response.] Okay. With that change –and that would make that Item # 5 on our Agenda, do I hear a motion to approve the amended Agenda?

Sauter: So moved.

WILCOX: The move is--

Griffith: Second.

WILCOX: --seconded for the amended Agenda. All in favor say Aye.

BOARD MEMBERS: Aye.

WILCOX: The Agenda is approved as amended. Approval of Minutes: Everybody was sent the Minutes twice, I think, within a week or so of the meeting and then we got them again in our packet for this meeting. Are there any additions, changes, corrections to the Minutes of the July 19 meeting? [No response.] Okay. Do I hear a motion to approve the Minutes?

Urness: So moved.

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Sauter: Second.

WILCOX: The move is seconded to approve the Minutes of the July 19, 2017, meeting. Any discussion? [No response.] No discussion. All those in favor please signify by saying, "Aye."

BOARD MEMBERS: Aye.

WILCOX: At the same, opposed? [No response.] Okay. I believe we should record both the approval of the Agenda and the Minutes were unanimous by the Commission.

Next item on the Agenda is Mr. Englund's hangar. I sent out a kind of explanation of what happened last week to everyone on I believe last Friday. I followed it with another email on Monday or Tuesday and the conversation I had with Mr. Englund. You called me I believe it was last Friday, and then yesterday I sent one more piece of information out, which was a copy of the lease—the last lease we did out here, which was a mirror or consistent with other leases of hangars that we have had here, and I do have --for those who did not open their email yesterday, I do have any set of lease stuff if you need it, and this one I believe was on the Bottomley hangar?

Covert: Yes, I believe it was, yes.

WILCOX: That was on the Bottomley hangar, and that's the one that is the last hangar that was built out here. [Inaudible] which we talked before [inaudible] we can keep our numbers --identification system square. So, to make it short, I am going to try and capsulize --and anybody at the table here, please correct me if I am incorrect, because this is one guy's memory. At our last meeting there was a motion to allow Mr. Englund to move forward with the process of building the building, and that's where it was left. In the interim Mr. Englund did go into Klickitat County and got a permit to build. Construction started, I believe, last --a week ago yesterday or maybe just a little bit before that. At that time I was out of town, Chuck called me and said there is a pole tie building going on. I said, "Whoa, time out, what's going on?" So I asked that we get it stopped, because I didn't think that was the deal. On Saturday morning the construction had moved --I'm--sorry, Friday morning the construction had moved so fast that what we see out there had already been done by, well, 10 o'clock I think. It moved quite quickly. So again I was on the phone talking with Chuck and Rolf, and said, "Please stop it, because that's not what we have in our --main --standard lease." And I have confirmed that; I had talked to Gene Parker also and confirmed that. And so that happened. I may be off a day on this, but I think that was the timing on it. So at that --it was stopped. In that process --I also talked to Dave Sauter. In that process both Chuck and Dave had talked, I think --or between two of them back and forth --they had talked to Klickitat County Planning, who issues building permits, and they indeed had issued a building permit, but they were unaware at the time that there was no lease on the property when they issued the permit. So a little hole in the procedure there. Not throwing rocks, just trying to report what happened. So with --under my direction and with the concurrence of Dave and I think Julie at the time, construction stopped and, if I am not mistaken, Klickitat County came down and red-tagged also on the project. After that, and I'm

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sorry, I can't remember the time, I think it was Friday –it might have been Saturday –Mr. Englund called me, and as I said in my email, it was a –he was agitated; I would be, too –but it was a respectful, good –it was a good conversation. I don't know –it was 10-15 minutes, but I have no negative to say about Mr. Englund and the way he approached things. He did it in the situation as best I think anyone could have handled it. During that conversation I asked if he had seen a copy of the lease; no, he hadn't –of any lease, and I found out earlier that Gene hadn't even started it, and I am referring to Gene Parker, attorney for the City of The Dalles, who draws up all these leases, if he had even started it, and he said, "No, I haven't..." because he hadn't received the legal description and a couple of other things that he needed to draw a draft lease up. So there was no lease even started at that point. All we had was what we already had in writing with other people.

So, I talked to Mr. Englund and asked him if he had seen any draft leases, any parts of our lease, and he said that, no, he had not at that time, and my commitment to him at that time, because as Board Chairman I don't make decisions for the Board other than to stop things, because we have got to talk about this –at that time I told him to please attend today, that we would make it the first thing on the agenda and discuss the situation, and we are going to try and get this resolved one way or the other so that he knows what he is going to do with his life and we know what to do with our lives as far as the airport. So with that, is there anything from the Commission or Gene or Julie that needs to be added that I missed maybe in our conversations back and forth?

LEIRVIK: I would only add that at last month's meeting we also discussed that we were going to have to start the drainage system and the drainage pond and that there was not going to be any certificate of occupancy issued to Mr. Englund until that project is done, and that project is a multi-month project that we had discussed—

Urness: But it is started.

LEIRVIK: You have approval to start that process last month, yes.

Urness: Okay.

Trapp: But I am also looking at our Minutes, and kind of on the second page, first paragraph, toward the bottom we did authorize Mr. Englund to begin work on the hangar, so I –I mean, we did as a body authorize him to begin work.

Deo: So there were two mistakes made, one was our fault for approving that he could proceed, and the other is on his part for moving ahead without a signed lease. I mean, that's kind of scary.

WILCOX: Without even seeing a draft of anything.

Deo: Right. Yeah, so...

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WILCOX: And here is my problem, we have management that –we are not here every day –to make sure that we are following closely what is going on. It is very clear in these other leases it says metal building, it says that the Commission approve the plans. We never saw plans. We didn't see one plan. So we went blind, and I guess trusting management or whatever that they were going to follow what we had in here before, that's part of management's job is to keep us on –keep our policy or precedent straight, and that was not done.

LEIRVIK: And I would only speak for me that I looked through the policies for the airport board, all the rules; there is nothing about a metal building. I know that those two are metal, but I also know that when those were negotiated, the airport was thinking about buying those in the end, so it wanted to make sure that those were appropriate for something that it wanted to purchase. Those are the only two leases that were done that I know of for independent people building a hangar on this airport.

KRUEGER: A metal building is not a requirement. A metal building is not a requirement?

LEIRVIK: It is not a requirement?

KRUEGER: That was one of my questions.

WILCOX: It is in the other leases.

LEIRVIK: But not as an airport policy. When you look at the rules for the airport, it doesn't say anything about that.

WILCOX: My problem is the precedent was set, and part of our discussion was that it be under the same terms as the leases we already have, and all of our leases have a reversionary clause: It becomes the airport's after 20-40 –usually our leases say provisional lease is 20 years with a mutual renegotiation for the next 20 years, so it is actually a 40 year –you know, possibility of a 40-year lease, so the person building it can recover their investment, and after 40 years it reverts to the airport, and that's why the plan part of it was in there, that we review the plan. We want to know eventually what the “hay” we are owning before we put it up.

LEIRVIK: But there cannot be a requirement that someone building something, because the airport is going to own it in 41 years; they could lease the ground for 40 years and take the stuff away and leave. I mean, you can't require somebody to build something for 60 years and give them a lease for 40 –I mean, if that is the rule and they decide to do that, great, but they put something up and 39 years later they take it down, that's their privilege, they only leased the property.

WILCOX: That's their privilege, but, again, in our other leases we saw the plans and we knew what we were getting into. That was not –and in defense of Mr. Englund, although I am going to put the finger on him, too, he never saw one of our other leases, and he didn't have a draft on this. And I think, whoever

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said it, it is true that there is some fault on both sides here. I think it is risky as hell to start building a structure on land you don't have a lease on and have never seen the terms of the lease.

LEIRVIK: Do we have a lease on the LifeFlight hangar?

WILCOX: We have it started on, it has been negotiated, and we saw the plans on that building before it was started.

LEIRVIK: I am just asking about the lease.

WILCOX: I am pretty sure they have probably seen what is in the lease. This is bare bones stuff.

COVERT: They have, but it is not completely executed yet, so it is going through legal—I guess received from Gene, because it had to be approved by EDA, and they made some changes in it, so it has been an ongoing process.

Sauter: I want to say that there is a little difference, too, is that we actually own that building.

Wilcox: Yep.

SAUTER: I mean, we are negotiating a lease for a tenant to take possession of a portion of the building; it is our building, we own that, so I think that's apples and oranges, but—

Sauter: But I think as far as this situation, I think there is plenty of blame to go around. I think there were several opportunities along the way that if we had tighter control, tighter management, tighter—you know, as far as the county issuing the building permit, there would have been an opportunity there, understanding that, you know, a series of events happened that, by each one of them by themselves, there would have been an opportunity to stop things and let's figure this out. It was kind of a perfect storm; you know, in defense of the county, if we have done lots of these where 99 times out of 100 there is not going to be an issue, if we create some really large process to make sure that every little box is checked, then we get in trouble for, my god, there is—it is so unresponsive, you can't get a permit done and it takes months and months because you are checking every little thing, and so—same with I would say Mr. Englund—you know, it was—I think that was interesting, because I do remember that being brought up about, you know, you can start this, but you are not going to get occupancy until that drainage is done, because that was another county requirement: No more buildings until that gets done, understanding that it will be many months before that is done—you can go and build this building, but you don't actually have occupancy to use it. But I don't know if that was fully understood either. And I would be curious, I would go back to some folks that have a little more—I mean, I am one of the older timers now, but there are some older timers here.

DEO: He is looking at me.

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Suter: Yeah, I'm looking at you.

[Laughter]

Sauter: The discussion about the metal, you know, metal buildings --was there? --you know, as we look out at what's out there, that is the standard thing that has been built here--

DEO?: Right.

Sauter: --is a metal frame. Was there some --what was the purpose of that --was there was...--

DEO?: The whole idea was that the airport would eventually take over, you know, after the 40-year lease and that a pole building, of course, wouldn't be as--

Sauter: Okay.

DEO: --in as good a shape...

Deo: Do we have other hangars --isn't the Otis Hangar a pole--

COVERT: It is, it is.

Deo: And how about the red hangar and the white one here? How old are they?

COVERT: Both of those --the red hangar and the other hangar are built on stem walls, they are not so-called pole barn buildings like--

Deo: I see.

COVERT: --like the Otis hangar is. You know, the Otis hangar doesn't look as good as the other hangars that we have.

Deo: But how old is the Otis?

Devoe: The Otis hangar is, excuse me, the Otis hangar I believe is about 40 years old.

Trapp: The [unitntelligible] is 70-- The red hangar is older than that?

COVERT?: Um-hum.

Urness: Is there a fire issue? I mean--

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Trapp: There was in the red hangar.

[Laughter]

Trapp: But metal would be safer.

COVERT: There are different setbacks with categories of buildings, I'm being told, as far as building codes, and you know we had provisions that we could attach to the bottoms of these buildings so we don't have any wasted space—

?: Right.

COVERT: --because that space is so critical, we only have a limited amount of it, if we allow and we want to building these kinds of structures, which is fine, we have one that is 40 years old --maybe we need to have a separate area that we want to put those, so we don't intermix them, so our setbacks don't have to vary. I don't know. I guess I am not familiar --it's up to you guys. We can make the rules.

WILCOX: I want to let Mr. Englund speak here in just a second. The last thing I want to say, during our conversation that issue came up, the setback and everything. He was aware --he said, "Yes, I am aware you can't..." You know, it is not going to happen to butt a pole building up to a metal building. That's just not going to happen. Now I question --you know, there is a part of it at that 10 foot thing that we waived, had we known it was because --one reason, of course, is you don't have to build the same building, and you don't have to do all of that, but the other reason is, you couldn't butt it up there anyway, and we weren't told that. We weren't told that that was the type of structure that was going up, and it couldn't be that way. So, I think we got shorted on information when we made our decision.

LEIRVIK: It is my understanding the county rule was if you don't touch the buildings, even if they are metal to metal, it is 10 feet, it wasn't because of the types of building.

COVERT: No, it could be less than that depending on the rating of the building.

LEIRVIK: But there would still be a space.

COVERT: There would still be a space, but you still have the opportunity that you can attach to that building, because we put it in the lease, so we wouldn't have those void areas.

WILCOX: Right, and we forced that on the Bottomley hangar.

COVERT: Well, we put it in the lease.

WILCOX: And yet we are not upholding that. I want to stop just a minute, because I asked Mr. Englund to come --and I hope I represented our conversation accurately --

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COVERT: I'm sorry.

WILCOX: I don't know if I did or not, but I hope I did. Mr. Englund, would you please go ahead and—

ENGLUND: Where do you want me to start?

WILCOX: Well, you just start anywhere you want. That's why I invited you, because I wanted you to tell your story, and I am hoping I didn't—from our conversation I am hoping I didn't screw up what we talked about.

LEIRVIK: Just before you start, I just would like to interject and say we passed out the map where this little hangar is going; it is in a corner all by itself. There can be no more hangars to the west of where the others—where this line is, because there is a ditch there, and it goes off into the other property. Just past where that white arrow is to the east is where the drainage pond is going to go, so that little corner there is almost going to be right adjacent to the drainage pond. So anything that has to go in that corner has to be a relatively small hangar to occupy small, little airplanes. It is not going to hold a jet, it is not going to hold a.

COVERT: No.

LEIRVIK: --a turbine aircraft, it has got to be small.

COVERT: The maximum it can be is 48 x 48.

LEIRVIK: An then I am hoping that Mr. Englund can explain the kind of building he is building, his experience and what it is going to look like.

ENGLUND: If you don't mind if I just start from scratch.

WILCOX: That's okay.

ENGLUND: Okay. Last summer we decided to move to this area, because our grandkids live in Vancouver, and we came from Spokane. So we moved into Goldendale. So anyway I came by here last summer about this time and talked to Rolf about hangar space. Well, guess what, there isn't any. I said, "Well, okay, fine." So I came back about a month later, and we discussed, well, do you build hangars around here? Well, yeah, oh sure, yeah. So, okay, how about if I go and put up a bunch of t-hangars? He says—so we went out, and in the V out here, that would be the perfect spot. I walked that three times now to see how much estimation I'd have to put t-hangars in. Then I got back down, oh, just before Christmas about—I forget the date, "Well, how about I just want one hangar right now for my airplanes?" And he says, oh, heck yeah. Back in the corner over there, he says, somebody has looked into that, and it is about 45 x 45. I said, "Well, that's kind of small, but it would work." So he got me

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going. Then I went up to the Planning Department to see what the setbacks were, and it took them two months to figure that one out. I'm sorry, but that was kind of—I've been building all my life, and by the time what I've got here, I could have built two houses by now, but anyway, --

Wilcox: That's quick, you weren't dealing with Wasco County.

[Laughter]

ENGLUND: This is totally new for you guys.

Wilcox: No, I know.

ENGLUND: The left hand doesn't know what the right hand is doing. I'm sorry. But anyway, they finally got back to me, then I got with Rolf and I got down here again. I said, "Do you mind if I can stake that out to see what kind or how big I can put a hangar in there—how large?" And I figured out I could get 45 x 48, and everything would be cool. So then I get with this guy over here, and he is going to help me build it. So we got plans together for the Building Department. They went through the whole nine yards figuring it all out, and guess what? Then I got all the permits and everything else. Now we are still waiting on a lease. Wait on a lease. Waiting on a lease. This poor guy, he builds these buildings, and at one time he could get it in, but then we didn't have a lease. So, okay fine. So then he goes to another building, and then finally he says, "I can start it now." That was last week. So great! So I run down here, and you guys gave me the okay to get started. Okay, fine. So, great, we are on our way! Well, needless to say, two days, and we are shut down again. But that's my whole story. And I had no idea, no idea whatsoever that we needed a steel building, at no time. In fact, I had a guy bid on this building, and it was the ugliest looking thing I ever saw in my life. I just could not go there. Now where do you want me to go from there?

LEIRVIK: Show them what you want to build.

ENGLUND: Okay. [Passing papers] I'm sorry, I was a school teacher for a number of years, and I've passed out so many papers. This is a sketch of exactly what it is going to be. I don't know if you have seen it yet or not. And this—pass this around—that's the pole building I just came out of, I wish I had pictures for the inside of it, it is quite sexy, --

LEIRVIK: This middle one at the bottom is exactly his hangar.

ENGLUND: That's exactly—that picture at the bottom. That's exactly what I am building.

LEIRVIK: And here's some—

DEVOE: While we are handing out pictures, I thought maybe to hand out some of what I do. I'm Kenny Devoe of Devoe Construction. This is kind of a view of what I do and the kind of buildings I build. I just

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build pole frame buildings that's a wood frame. They are a steel skin but wood frame, and that's the real difference, but it is really the only difference you can see. We try to make them look very good.

ENGLUND: The doors—they call it a hi-fold door. It's on its way. I hate to say it, but I just paid \$10,000 bucks for it. I don't know where to put it if it doesn't go into this building. So, people worry about a pole building. Well, here we go: I'm sure all of you live in a house that is built with wood. When's that going to fall down? I don't know. Okay, then you are going to worry about, "Oh, maybe it's the poles that are going to rot out." Well, one can look out the window and see how many power poles are out there, there's one hundred million in the United States.

Trapp: I'm going to stop you there. Those power poles are tested yearly and replaced every 50 years.

ENGLUND: Yeah, and I'll add a little bit to that. And when they use 20% of your integrity they are pulled out. Okay, 20% of your integrity, that's an average 45 years. When they pull the pole out, that's from the ground up is the integrity; from the ground down they can't find any change, and that's the old technology of this creosote that they put in.

Trapp: I'm going to disagree with you there. I've worked in that industry for 40 years, and that's not entirely true.

ENGLUND: Okay. But see what I'm saying here---

Trapp: I'm just saying your comparison to the power poles isn't really relevant.

ENGLUND: Well, what I'm comparing is going in the ground with wood. Don't worry about the top.

INGABO: The type of treatment we use now is a CCA (chromate copper arsenate) which tests very well, it is an industry standard now, much better than the creosote or the tannin that used to be used, and even in the event—I—my first building is still standing now, but it was the '70s—'76—1976, and it is still doing well. The treatment is very good and long lasting, and even if the treatment starts to decay, there are ways around to beef up this building to anchor it to the slab to make it last longer.

WILCOX: I want to say, first of all, I've been in real estate now almost 40 years, and Ken's buildings—I will say this: They are all good. He has an incredible reputation on both sides of the creek, so... I don't question you, Ken, as far as your qualifications or how good your buildings are. I've seen, sold a few of them, you know, the way you've built garages and things, alongside the houses. You do very good work.

INGABO: Aesthetics, I think, are part of the issue here, and I think there is really no difference between my building and an all-steel building. The steel that is used now, the type of paint is equal to the type I used that is just the same as the type of metal that is used on all steel buildings. So the longevity of that is equal. I think maybe some people look at the Otis building and say, "Oh, that looks bad." But really what that building needs is just a good paint job, and it would look very nice, and it can be done. But

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the quality of paint back then wasn't as good as it is now, and I think you will notice, too, that we are able to just about perfectly match the color of this building and the neighboring building. So I think aesthetically this would be –it is going to be a very nice-looking building. The only way you are going to be able to tell the difference is the roof pitch; it is a little steeper, but it fits, you know, it fits nicely in this place, too.

WILCOX: I want to make sure –does anyone have any questions of Mr. Englund?

Deo: Is there any ongoing process that can be done to help preserve those poles, I mean that's a 5 or 10 year process?

INGABO: Yes, I haven't actually done anything but there's –well, I have. I have at times. We put tarpaper around the posts insulating it from the concrete. I thought that we could possibly do that if that is an issue, and that keeps the concrete away from the posts, which would be a little longer life span. If and when deterioration starts, and who knows when that might be, but when you have a concrete floor, you can bolt on anchors, nail angle-iron anchors from the posts to the concrete, to give it good strength. So down the line, 40, 50, 60 years, if something bad starts to happen, there are ways around it that are not too expensive.

Deo: Terry, what do you know about that as far as preserving the integrity of these poles?

TRAPP: That's the only issues we have ever dealt with, but, again, you are getting into wood and steel, in the event of a fire, you are much better off with a wood building. Wood will retain its structural integrity limited to its size. Steel will buckle within 10 minutes. So if it is the fire issue you are worried about, you are actually better off with wood. But with the –like he is saying, basically the old rule is to wrap tarpaper around them and pour the concrete, because that's where your corrosion effects are going to happen, but, you know, you can beef it up with the anchors around it, that's fine, but I mean—

Deo: Mr. Sauter, could I ask you---?

SAUTER: Sure.

ENGLUND: Are we going to run into any issues with the Building Department on a pole building versus a metal building?

SAUTER: No, because I mean they wouldn't have –that was one of the things I checked; Mr. Englund is correct, it went through the permitting process, it was reviewed, they knew what its use was, it was approved for the use—You know, he didn't tell them he was building, you know, a place for hay storage, it's actually a hangar. He was totally up front about what it was, so there really is no –there is no building issues with it at all. It is really more –you know, I don't know if you are ready for just general comments...

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WILCOX: I want to make sure we all have a chance go ask questions of Mr. Englund first.

Urness: I wanted to ask if you would be, you know, just throw it in the lease that the poles would be checked at the conclusion of the lease. Would you be good with that? And if they needed to be replaced, you would replace them?

ENGLUND: Well, you know, why wouldn't I? Yeah.

Urness: I mean you wouldn't mind having that be a condition of the lease?

ENGLUND: Yes.

Deo: I think one step towards what we are talking about would be that at the termination of the lease we would have an inspection done and that the building would be removed if we are not totally satisfied with it.

Urness: We can modify the lease in the terms and conditions.

Sauter: Isn't that a standard condition anyway that at termination of the lease we have the option of – you know, the leaseholder can remove the building if they want, or we can take possession of it.

Deo: Right.

Sauter: So it would seem like, you know, 40 years from now that if the poles are deteriorated and we can't just say –well, won't be us, but—

[Laughter]

Sauter: --somebody—

Sauter: And, frankly, it is probably not going to be Mr. Englund either.

[Laughter]

Englund: Hey, 40 years –that's a hundred and something years old—

Sauter: So somebody would, if they are deteriorated, you are going to take it down or we don't want it, so you are going to have to take down. So I don't really see--

Griffith: What's the requirements in our current lease for maintenance of the building? What does the tenant have to do for maintenance?

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WILCOX: I didn't highlight that, but it does talk about it has to be maintained.

Griffith: Okay, so would the maintenance of a wood building be different than maintenance of a steel building?

WILCOX: I don't know –Gene, remind me of—

PARKER: Has to be maintained in good condition. I didn't bring a copy of the entire lease with me, but in all our leases we require tenants to maintain their buildings in a good state of repair, if something needs to be beefed up or specifically addressed, we can include some language like that.

INGABO: Another thought I have, too, is that there are times when we have done this tarpaper and times where we haven't done the tarpaper, and I've recommended to people who were concerned about the lifespan of the poles to occasionally pour oil –or what is possible, too, is to add a treatment right around the perimeter at concrete level, and the tarpaper would act as a very good receptacle of more treatment in every, say, 5 years or something like that, to give this a greater lifespan.

WILCOX: Tim, you had a question?

Urness: I was just thinking maybe Gene, you know –is there going to be a issue with the neighbors that they are building wood and their metal next to it, would there be any problem with what we have already done in the past and what we are making an exception for?

PARKER: You mean in the other leases? I don't think we have a provision about their ability to dictate that, that's more your decision. I don't remember any provision in the other leases that gives them the right to a veto rider, but it was their understanding that [inaudible] on the site that was going to be built would be [inaudible].

Sauter: Yeah, I don't see any—

Sauter: It would be as long as it meets code, it meets all of our requirements –Like you don't have, if your neighbor builds, you know, this type of house versus that type of house, and you don't like that—

Urness: I would hope if they are good neighbors that they would probably want to maybe talk to the neighbors and let them know what's going on, just to head that off at the pass, because you know, with the wind, fire is fire, whether it buckles past 15 minutes or 20 minutes, you are the tip of the candle, if you will with the prevailing winds here for probably 90 percent of the year. I would think it would just be neighborly maybe to, you know, talk to the neighbors and let them know just what we are doing.

Deo: I think that 10-foot space in between the buildings is a huge benefit in this case where firefighting equipment, etcetera, can be—

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WILCOX: I am going to— Yes, Terry?

TRAPP: One other thing I would comment on, is we have got to be careful with your chemicals, if you are going to make this additive as you maintain it and your pole treatment, because there is a potential for ground contamination. It may not be an issue now, but as rules and EPA and things change 10 years down the road, we may end up –so we probably need something in the lease concerning that, if we go ahead.

Deo: That makes sense. I also think that that tarpaper wrapped around the poles would be a benefit in this case.

TRAPP: Yes.

Deo: I think presently we need to treat the poles further down the road –

WILCOX: Julie, do you have any questions or anything?

KRUEGER: No comment.

WILCOX: Okay, well—

Covert: I was just going to say I talked to Lynn Moore at the County Building Department and asked her how this thing got approved without somebody at the airport signing off on it, because Public Works has to sign off on it, PUD has to sign off on it, and she said, well, they have never done that before, but all the projects we have done previously we have done ourselves, or we have been involved. We have had all the process. So she said that they will not –when an individual comes in to offer, you know, for a building permit, they will not sign off on it until somebody or the airport board, that they know that it is approved. That this is something that happened that probably shouldn't have happened, but...

Deo: At the time of our discussion at the last meeting I had seen this as an issue, and I almost said something, and I think that's where –if we'd have spoken up, if I had spoken up and mentioned that o mention that this was going to be a problem down the road, we could have stopped this whole thing.

Covert: Well, we asked what building –who the supplier was, and nobody knew, so if we would have known it was a pole barn or if it was that type of structure, I don't know what your decision would have been, but—

Deo: Well, just the fact that we allowed him to move forward without a lease, I mean that's heavily our mistaken, I think.

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WILCOX: I think the assumption was if we move forward, give us the permits, give us a plan, and we will support going forward. To start the building was in nobody's head when that motion was passed. So if you gentleman want to sit down, I may bring you back into the conversation.

ENGLUND: Now one—one—

WILCOX: Alright go ahead.

ENGLUND: See I have to sheetrock, too. So you are worried about fire, I have sheetrock out there that is two layers, so that's something to think about.

Deo: What about insulation in the walls?

Englund: Without insulation you can't heat it.

Deo: No, I know, but maybe that would that help as a fire barrier?

ENGLUND: Well, that was part of it, but insulation is to ensure that it doesn't rain in there.

Deo: Are you sheetrocking the walls or just the ceiling?

ENGLUND: No, just the walls.

Covert: You only have to do the wall against the other building, right?

ENGLUND: Well, by code that's what we have to do...

Covert: Right.

ENGLUND: ...but they want me to do the whole thing.

Covert: A double fire wall?

ENGLUND: Yes. And then down the road my plan was, since you can't put sheetrock in the ceiling because you can't support it, what we have always done is 29-gauge metal like on the outside, put that on the ceiling. It is really a sexy building.

WILCOX: Okay. Gene, do you have anything to add?

PARKER: No, just that typically in the past the process has been before the building gets started we serve him with the lease [inaudible] come to me, so he could have the proposed lease in draft and then

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send it to the tenant. That certainly has been our standard practice. Of course, we didn't communicate with Mr. Englund that that has been the normal procedure.

WILCOX: Julie, go ahead.

KRUEGER: The more I hear [inaudible] maybe saying he thinks that the tarpaper treatment around the bottom of the pole, the rest of this conversation is pretty much is in the weeds. The building code is never going to approve a building that does not meet the very stringent codes, particularly for fire suppression. If the Airport Board or Klickitat County or the City of The Dalles doesn't have a policy that says, "You have to have a metal building," then this is not the time to come back and chat about whether or not we like the style of the building. In my view, that's just my opinion, that's not a \_\_\_ the issue. For me, the issues is what Gene Parker said [inaudible]. I know everyone on the board really wants to be helpful [inaudible] for the airport, but we have to follow our own rules before we ever say, "Go ahead and start," or "Go ahead and do this," or "Go ahead and do that." We have to do everything [inaudible], so that is on us. I just hope when we move forward [inaudible].

Deo: I think that makes sense. Where are we at now? I mean, is the lease ready?

WILCOX: No. I don't think Gene has it to this date.

PARKER: No, I still haven't got the description, and we haven't talked about the rent. We had a rate that has been typical, but whether we want to use the same rate, but I have no direction on that, on what the lease rate is going to be here. There are some additional terms about the maintenance and the tarpaper, those kinds of things, that we will have to address as well.

Deo: Does our tenant know what the rate is?

LEIRVIK: We have said 30 cents, that's been the rate that the Board has established before. 30 cents a foot.

Griffith: That's for the ground.

LEIRVIK: For the ground.

KREUGER: So what are we waiting for? All we need is the legal description?

PARKER: I think so, yeah. I mean, just the area—we have a map but—

LEIRVIK: I don't have it from Tenneson yet, and after we got stopped, I stopped pestering Tenneson, but at the last meeting I told you I didn't have it from Tenneson, and I still don't have it from Tenneson.

KREUGER: Can you check and find out when we can get it?

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LEIRVIK: I checked right after the last meeting, but when the stop order came, I just stopped doing anything, waiting to see what happens next. I guess the next step will be to call Tenneson and say, "where's the legal description?"

Deo: I wouldn't think it would take so long to get the legal description.

LEIRVIK: I wouldn't either.

WILCOX: Here's what I think we need to do. We need to address this building specifically, where we stand today, and then we need to make damned sure –you know, I'm sorry, but I can't believe it got this far with these previous leases the way they are, and nobody knew that this was not a metal building, or that we had to approve the plans before you start. Bottomley had to have the plans approved, a private building. The G Hanger is a different deal; we actually had all our plans done, we couldn't afford it. It went out and private people built it, but we were involved in the design. We already knew what was going to be there. They were just financing it, they were the money people, they were the bank. So to me this is inexcusable for management to allow this building to start and not get us this information. To start the process to me is getting the permit, getting the information to us, and without a lease there is no reason you can't get that all started, but to have the building go up without that has never happened before, and why would it happen now? So I have a real problem with that. However, we are where we are; we can't fix it. And I am not going to tell you what the motion should be, but I will entertain a motion right now that would answer where we stand with Mr. Englund and how we want to go forward. I kind of have an idea of where it is going to go, but I am not going to form the motion.

Sauter: Are you still open to some discussion?

Wilcox: Open to discussion.

Sauter: I would say, first, I concur completely with Julie as far as I think all of these –we don't have an explicit policy about metal frame buildings, and that's a discussion for a different time. If the Board wants to set that as an explicit policy, we need to have a discussion about that and set that. I also concur with the Chair that I think there were –The board was not given all the information. I do think we were trying to be helpful and nice, and we were trying to move things along, and we understand it can be really frustrating when you are dealing with governmental processes –I was a private sector guy, totally get it –was a general contractor for years, and I totally understand, but I also understand that you do have to follow the rules, because there are misunderstandings that happen, and you end up in a situation like this. I do think we need to treat this building specific to it and not try to get into the weed about setting policies and stuff. I don't see that we have any alternative, that we find a way that they can continue –they can't continue until there is a lease. I agree that we have got to follow our own rules where it all gets spelled out, but that there are no other misunderstandings about that and that we, you know, we let this go forward, because I don't really see that we have an alternative. We don't, you know, have an explicit prohibition on pole buildings: it meet all the fire code, it meets all the code. It is

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as much about an aesthetic as it is anything, and I don't honestly think that aesthetics is an issue as far as looking at how it is going to be constructed. You won't know the difference. So I would suggest someone draft a motion that incorporates all that and gives some comfort and some certainty to the applicant, so they can move forward, understanding that all of that has got to be incorporated into the lease before things move forward.

COVERT: So if we allow this building, then we can't prevent anybody else from building the same structure over here in this area?

Trapp: We can, but we are going to have to develop that process.

Deo: I'm not sure that we should avoid it.

Trapp: Yeah, I think we need to have a discussion about this.

Trapp: Okay, so let me try this: I am going to move to proceed with the building construction upon completion of the lease and the building permits and to be included in the lease our provisions to allow to the pole building to be sustainable in the future. Does that cover everything everybody is concerned with?

Sauter: If you can define a little tighter on sustainable, what that means? Or lifespan, or –

Deo: One comment I would make to that is that I don't feel it is right that we hold this project up very long, and we should put a limit on that permitting so that it is done within 10 days.

Covert: I think the permitting is done. I don't think there is an issue—

Covert: I think it is the lease, and I don't—

Deo: Oh, right, excuse me, I meant the lease.

Covert: Then he will have the drainage issue that he has to address, --

Deo: But the building can still get built—

Covert: Oh yeah, the building can get built.

Deo: So I would feel more comfortable if we had some kind of a limitation on there on how long they are going to have to sit. I mean, it shouldn't go on for months and months.

Trapp: So, let's put in, say, 15 days? Would that be reasonable, Gene, for –

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PARKER: I was thinking two weeks, I will certainly try to make this as much of a priority as I can given the situation.

Trapp: But you need information.

PARKER: Well, yeah, I need –I'll need the legal description, and I'll need –I guess, are we talking about the same terms as before? Sounds like we are, and we know the rates, so amending it as to probably the maintenance are the ones that I will need to—

Deo: That we can come up with fairly quickly, I would think.

Deo: The big thing is the legal description, I just can't imagine that taking as long as it has taken.

Sauter: In the old days it was a tape measure and—

Deo: Yeah, exactly. Yeah, it shouldn't take that long...

Trapp: So I will amend that to include a provision to be completed within 15 days.

Sauter: The lease.

Trapp: The lease to be completed within 15 days.

WILCOX: So do I hear a second, and we will try and restate it.

Sauter: Second.

Wilcox: It has been moved and seconded to allow Mr. Englund to move forward with the hangar construction provided that the lease be concluded in 15 days and that the lease include a provision for long-term maintenance.

Everybody get that?

WILCOX: Rolf, this one is really important, if you could get the minutes out in a couple of days so we can all look at it and make sure what I thought I said is on your recorder?

LEIRVIK: I will try to have it out this weekend.

WILCOX: Okay. That's fine. Any further discussion?

Before we vote, Mr. Englund, this is the best we can do under the situation as fast as we can move. I can tell you, the last hangar took a lot longer than a year to get done. In fact, most of our projects here are

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3-5 year projects to get anything done, private or public. So it is because we are two public entities trying to meet all the laws and all the rules of both sides, and we don't always do a good job. That doesn't mean we don't try. With that, any further discussion?

If there is no further discussion, all that are in favor of the motion please signify by raising your right hand.

That is a unanimous vote of the Commission, so our thing now is Gene is going to get to work on the lease, and as far as the legal description, everybody needs to jump on Tenneson and see what the heck is going on with the legal description, so Gene can—I suppose he can do the rest of the lease and plug in the legal description as he gets it.

SAUTER: Who signs the lease? Do you sign the lease as chair?

WILCOX: I do eventually.

SAUTER: If you can let us, meaning the County, know the minute that is done, then we—

PARKER: It is signed by Klickitat County and the City [inaudible]--

SAUTER: Well then I will know. We will lift the red tag the minute that is done.

LEIRVIK: So can the lease be done in 15 days if everybody has to sign it?

WILCOX: Yes.

SAUTER: Yes.

LEIRVIK: It's possible with the Council? I mean the Council meeting?

Sauter: Well, I don't know, it's the Council---

Krueger: The Council meets on September 11<sup>th</sup>? Okay.

WILCOX: That almost fit into 15 days, doesn't it? Norm?

DEO: Jim, one comment that I would make on all of this that just took place is that I wouldn't put too much blame on the management for this whole thing. They brought the information they had to this Board, and we all knew what was going on, should have understood that.

Trapp: We allowed them to proceed.

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DEO: We allowed them to proceed, so it's our—

Deo: As far as I am concerned, it is mostly our fault.

WILCOX: Okay. Well I agree we are not going to do this again unless we see the plans—

SAUTER: Well, and it is also now —It is in the software system now, all of the —any parcel on the airport, it now will pull up that they can't sign off on the permit until —they have to have approval —they have to see the lease, so that's another check and balance as far as --you know, we allow something to go forward and there is no lease, the County is not going to allow it, because there won't be a lease to look at. So that should have been in, but the previous one we were the applicant, so we were the owners. So it didn't matter.

PARKER: Did you need anything more, Gene?

PARKER: No, I don't think so. Like I said, I want to get on this as soon as I can.

WILCOX: Julie?

KRUEGER: No.

WILCOX: Okay. You okay, Mr. Englund, with where we are at?

ENGLUND: Yes, beautiful. Thank you guys. You just took one hell of a load off my back. The only other thing is that red tag, how far down the road is that red tag going to be still stuck on the building?

SAUTER: Until the lease —when you sign the lease.

ENGLUND: Okay. So all my boards out there, that's the problem, in this hot weather. You were a builder?

SAUTER: Yeah.

ENGLUND: They kind of turn into propellers.

INGABO: I've got them stacked up pretty well.

ENGLUND: Well, the ones that are up.

INGABO: They are kiln-dried.

ENGLUND: So that's okay?

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DEVOE: Last I looked they were doing good.

ENGLUND: They are not going to miss putting the metal on?

INGABO: If not, I can cut them up and use them and use them.

[Laughter]

ENGLUND: And you are going to charge me for that?

WILCOX: I want to thank both Mr. Englund and Ken, both for being here for the discussion. I appreciate that. We needed you here, and I'm glad you were here to be part of it.

So, I am going to move on to another part of the agenda. Public Comments: Items not on the agenda?

[No response]

Okay. Board Member comments.

I'm going to start real quickly, Tim and Chuck, if you could give a little report on the drags. Any booboos, any good things that happened?

\_\_\_\_\_ : Focus on the good things. No one got hurt or killed.

[END OF TRANSCRIPTION.]

CITY OF THE DALLES  
REVENUES WITH COMPARISON TO BUDGET  
FOR THE 2 MONTHS ENDING AUGUST 31, 2017

AIRPORT FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>BEGINNING BALANCE</u>					
061-0000-300.00-0 BEGINNING BALANCE	.00	.00	1,030,166.00	1,030,166.00	.0
TOTAL BEGINNING BALANCE	.00	.00	1,030,166.00	1,030,166.00	.0
<u>INTERGOVERNMENTAL REVENUE</u>					
061-0000-330.00-0 INTERGOVERNMENTAL REVENUE	.00	.00	65,000.00	65,000.00	.0
061-0000-330.10-0 OTHER WA	.00	.00	.00	.00	.0
061-0000-330.15-0 OTHER OR	.00	.00	100,000.00	100,000.00	.0
TOTAL INTERGOVERNMENTAL REVENUE	.00	.00	165,000.00	165,000.00	.0
<u>FEDERAL REVENUES</u>					
061-0000-331.20-0 FEDERAL GRANTS-FAA	.00	.00	90,000.00	90,000.00	.0
061-0000-331.90-0 FEDERAL GRANTS-MISC	.00	.00	700,000.00	700,000.00	.0
TOTAL FEDERAL REVENUES	.00	.00	790,000.00	790,000.00	.0
<u>STATE GRANTS</u>					
061-0000-334.80-0 WASHINGTON STATE GRANTS	.00	.00	3,000.00	3,000.00	.0
061-0000-334.90-0 STATE GRANTS, OTHER	.00	.00	.00	.00	.0
TOTAL STATE GRANTS	.00	.00	3,000.00	3,000.00	.0
<u>GENERAL GOVERNMENT</u>					
061-0000-341.90-0 MISC SALES AND SERVICES	2,733.60	4,333.60	3,000.00	( 1,333.60)	144.5
TOTAL GENERAL GOVERNMENT	2,733.60	4,333.60	3,000.00	( 1,333.60)	144.5
<u>AVIATION FUEL SALES</u>					
061-0000-347.00-0 AVIATION FUEL SALES	1,619.03	1,619.03	10,000.00	8,380.97	16.2
TOTAL AVIATION FUEL SALES	1,619.03	1,619.03	10,000.00	8,380.97	16.2
<u>INTEREST REVENUES</u>					
061-0000-361.00-0 INTEREST REVENUES	685.57	1,388.00	5,000.00	3,612.00	27.8
TOTAL INTEREST REVENUES	685.57	1,388.00	5,000.00	3,612.00	27.8

CITY OF THE DALLES  
REVENUES WITH COMPARISON TO BUDGET  
FOR THE 2 MONTHS ENDING AUGUST 31, 2017

AIRPORT FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>RENTAL REVENUES</u>					
061-0000-363.50-0	8,023.64	48,547.28	125,000.00	76,452.72	38.8
	8,023.64	48,547.28	125,000.00	76,452.72	38.8
<u>OTHER MISC REVENUES</u>					
061-0000-369.00-0	13.23	13.23	10,000.00	9,986.77	.1
	13.23	13.23	10,000.00	9,986.77	.1
<u>OPERATING TRANSFERS IN</u>					
061-0000-391.01-0	.00	5,909.09	65,000.00	59,090.91	9.1
	.00	5,909.09	65,000.00	59,090.91	9.1
<u>SALE OF FIXED ASSETS</u>					
061-0000-392.00-0	.00	.00	.00	.00	.0
	.00	.00	.00	.00	.0
<u>PROCEEDS- LT LIABILITIES</u>					
061-0000-393.10-0	.00	.00	.00	.00	.0
	.00	.00	.00	.00	.0
	13,075.07	61,810.23	2,206,166.00	2,144,355.77	2.8

CITY OF THE DALLES  
 REVENUES WITH COMPARISON TO BUDGET  
 FOR THE 2 MONTHS ENDING AUGUST 31, 2017

AIRPORT DEBT SERVICE FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>BEGINNING BALANCE</u>					
062-0000-300.00-0 BEGINNING BALANCE	.00	.00	23,530.00	23,530.00	.0
TOTAL BEGINNING BALANCE	.00	.00	23,530.00	23,530.00	.0
<u>INTEREST REVENUES</u>					
062-0000-361.00-0 INTEREST REVENUES	51.81	84.82	1,800.00	1,715.18	4.7
TOTAL INTEREST REVENUES	51.81	84.82	1,800.00	1,715.18	4.7
<u>RENTAL REVENUES</u>					
062-0000-363.50-0 PROPERTY RENTALS	11,915.00	24,615.00	143,640.00	119,025.00	17.1
TOTAL RENTAL REVENUES	11,915.00	24,615.00	143,640.00	119,025.00	17.1
<u>SOURCE 391</u>					
062-0000-391.61-0 TRANSFER FROM AIRPORT FUND	.00	.00	68,437.00	68,437.00	.0
TOTAL SOURCE 391	.00	.00	68,437.00	68,437.00	.0
TOTAL FUND REVENUE	11,966.81	24,699.82	237,407.00	212,707.18	10.4

CITY OF THE DALLES  
EXPENDITURES WITH COMPARISON TO BUDGET  
FOR THE 2 MONTHS ENDING AUGUST 31, 2017

AIRPORT FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>AIRPORT</u>					
061-6100-000.31-10	20.00	40.00	6,400.00	6,360.00	.6
061-6100-000.31-90	9,213.24	9,213.24	119,200.00	109,986.76	7.7
061-6100-000.34-10	.00	.00	.00	.00	.0
061-6100-000.41-10	545.00	545.00	9,000.00	8,455.00	6.1
061-6100-000.41-20	.00	.00	600.00	600.00	.0
061-6100-000.41-40	.00	445.09	14,000.00	13,554.91	3.2
061-6100-000.43-10	96.50	96.50	23,500.00	23,403.50	.4
061-6100-000.43-45	.00	.00	1,600.00	1,600.00	.0
061-6100-000.43-50	.00	.00	6,000.00	6,000.00	.0
061-6100-000.43-51	58.89	58.89	3,000.00	2,941.11	2.0
061-6100-000.46-10	.00	.00	10,000.00	10,000.00	.0
061-6100-000.52-10	.00	8,080.00	7,988.00	( 92.00)	101.2
061-6100-000.52-30	.00	11,226.82	12,073.00	846.18	93.0
061-6100-000.53-20	.00	.00	300.00	300.00	.0
061-6100-000.53-30	134.27	268.52	4,000.00	3,731.48	6.7
061-6100-000.53-40	.00	.00	500.00	500.00	.0
061-6100-000.54-00	.00	.00	15,000.00	15,000.00	.0
061-6100-000.57-00	568.88	568.88	2,000.00	1,431.12	28.4
061-6100-000.58-10	.00	.00	8,500.00	8,500.00	.0
061-6100-000.58-50	.00	.00	4,000.00	4,000.00	.0
061-6100-000.58-70	.00	.00	1,000.00	1,000.00	.0
061-6100-000.60-10	.00	.00	1,000.00	1,000.00	.0
061-6100-000.69-50	.00	.00	1,000.00	1,000.00	.0
061-6100-000.69-80	.00	.00	3,000.00	3,000.00	.0
061-6100-000.72-20	.00	.00	100,000.00	100,000.00	.0
061-6100-000.72-30	6,848.46	420,545.83	1,025,786.00	605,240.17	41.0
061-6100-000.73-30	.00	.00	400,000.00	400,000.00	.0
061-6100-000.74-10	.00	.00	.00	.00	.0
061-6100-000.78-50	.00	.00	.00	.00	.0
<b>TOTAL AIRPORT</b>	<b>17,485.24</b>	<b>451,088.77</b>	<b>1,779,447.00</b>	<b>1,328,358.23</b>	<b>25.4</b>
<u>AIRPORT</u>					
061-9500-000.81-62	.00	.00	68,437.00	68,437.00	.0
061-9500-000.88-00	.00	.00	358,282.00	358,282.00	.0
<b>TOTAL AIRPORT</b>	<b>.00</b>	<b>.00</b>	<b>426,719.00</b>	<b>426,719.00</b>	<b>.0</b>
<b>TOTAL FUND EXPENDITURES</b>	<b>17,485.24</b>	<b>451,088.77</b>	<b>2,206,166.00</b>	<b>1,755,077.23</b>	<b>20.5</b>

CITY OF THE DALLES  
EXPENDITURES WITH COMPARISON TO BUDGET  
FOR THE 2 MONTHS ENDING AUGUST 31, 2017

AIRPORT DEBT SERVICE FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>DEBT SERVICE</u>					
062-6100-000.79-15 BOND PRINCIPAL	.00	.00	75,000.00	75,000.00	.0
062-6100-000.79-25 BOND INTEREST	.00	.00	76,925.00	76,925.00	.0
062-6100-000.79-50 LOAN PRINCIPAL PAYMENTS	.00	.00	25,000.00	25,000.00	.0
062-6100-000.79-55 PRIN PMTS - K CO CERB LN	.00	25,000.00	275.00	( 24,725.00)	9090.9
062-6100-000.79-60 LOAN INTEREST PAYMENTS	.00	.00	25,000.00	25,000.00	.0
062-6100-000.79-65 INT PMTS - K CO CERB LN	.00	6,750.00	6,375.00	( 375.00)	105.9
062-6100-000.79-66 INT PMTS - K CO FY13/14	.00	.00	.00	.00	.0
062-6100-000.79-80 RESERVE FOR FUTURE DEBT	.00	.00	28,832.00	28,832.00	.0
TOTAL DEBT SERVICE	.00	31,750.00	237,407.00	205,657.00	13.4
TOTAL FUND EXPENDITURES	.00	31,750.00	237,407.00	205,657.00	13.4