



PUBLIC MEETING: Port Commission Meeting

DATE: Thursday **May 4, 2023, 6 PM**

LOCATION: Cascade Locks City Hall 140 Wa Na Pa St, Cascade Locks, OR 97014

<https://us02web.zoom.us/j/85806615790>

AGENDA

- 1)** Commission meeting called to order
 - a.** Pledge of Allegiance
 - b.** Roll Call
 - c.** Modifications, Additions and Changes to the Agenda
 - d.** Declarations of Potential Conflicts of Interest
- 2)** Public Comment (Speakers may be limited to three (3) minutes)
- 3)** Presentations
 - a.** Hood River County Energy Council Budget Request – Lindsay McClure (Page 2)
 - b.** Legislative Update – Mark Johnson (Page 18)
 - c.** Bridge Report – Chuck Mosher (Page 25)
 - d.** Museum Grant Report – Janice Crane (Page 26)
- 4)** Discussions
 - a.** Community Members for Economic Development Advisory Committee – Jeremiah Blue
- 5)** Consent Agenda (***)Consent Agenda may be approved in its entirety in a single motion. Items are considered routine. Any Commissioner may take a motion to remove any items from the Consent Agenda for individual discussion).
 - a.** Approval of minutes for Commission Meeting from April 06, 2023 (Page 32) and April 20, 2023 (Page 58)
 - b.** Ratification of bills in the amount of \$182,166.96 (Page 76)
 - c.** Approval of payroll for 04/19/2023 in the amount of \$36,238.86
- 6)** Commissioner and Sub-Committee Reports
- 7)** Business Action Items
 - a.** Approve Ixtapa Lease
- 8)** General Manager Report
- 9)** Executive Session under ORS.192.660(2)(e) Real Property Negotiations
- 10)** Adjournment

Memorandum

To: Port of Cascade Locks
From: Lindsay McClure, MCEDD Energy & Project Manager
Date: April 17, 2023
Re: Energy Council FY22-23 Accomplishments and FY23-24 Funding Request

Request

The Energy Council requests the following from the Port Commission:

1. Review the below update on Energy Council progress in the last fiscal year.
2. Consider a Fiscal Year 2024 funding request of \$5,000.

Energy Plan Implementation Progress in FY 22-23

In its fourth year, the [Hood River County Energy Council](#) — in partnership with local governing bodies, [Mid-Columbia Economic Development District \(MCEDD\)](#), [Energy Trust of Oregon](#), and others — made significant progress in several key [Hood River County Energy Plan](#) areas. The following are highlights from the work completed by the Energy Council, staff, or partners to support the goals outlined in the Hood River County Energy Plan:

- **Solarize Hood River County:** The Energy Council collaborated with Energy Trust of Oregon, [Solar Oregon](#), and [The Next Door Inc.](#) to host a Solarize campaign that supported homeowners who were interested in installing solar or solar + storage by providing educational workshops and the opportunity to sign up for installation with pre-vetted solar contractors. Campaign materials and workshops were offered in both English and Spanish. Over 60 people attended workshops, and over 100 households requested custom solar or solar + storage bids.
- **Creating Equitable Access:** The Energy Council worked with Energy Trust of Oregon and The Next Door Inc. to assess needs and interests and to support increased access to energy efficiency and solar resources among low-to-moderate income and Latino/a/Hispanic communities in Hood River County. A report on this work is forthcoming and will identify next steps we can collaborate on to improve this access together.
- **ODOE Community Renewable Energy Grant Program (C-REP):** Staff worked with critical facilities around the county to prepare and submit applications for ODOE C-REP funding in February, including the following:
 - The City of Cascade Locks applied for construction funding for a solar + storage microgrid at Cascade Locks City Hall. Energy Council staff gathered necessary information and drafted the application with input from City of Cascade Locks staff and other stakeholders.
 - Hood River County applied for planning funding for solar + storage at Mt. Hood Town Hall. Energy Council staff drafted the application and supported gathering the necessary information for submission in partnership with County staff and Mt. Hood Town Hall board members.
 - The City of Hood River reapplied for construction funding for the Dee Bridge in-line hydropower project. Energy Council staff supported the City with narrative revisions for their resubmission.
 - The above projects support the Energy Plan's resilience and energy independence goals.
 - An additional round of ODOE C-REP funding is expected to open in fall of 2023, and the Energy Council would be happy to support a Port of Cascade Locks application if there's interest.
- **Energy Council Website Development:** The Energy Council is developing a website that aims to help our community stay updated and engaged with the Energy Council's work. The website will

include details about the history of energy planning in Hood River County, project updates, details about the Hood River County Energy Plan, energy resources for Hood River County residents, and more.

- **Energy Council Diversity, Equity, and Inclusion (DEI) Workshops:** The Energy Council worked with Hyland Solutions to host two one-hour DEI workshops for the Energy Council and key partners. The first workshop focused on developing shared language and understanding foundational DEI concepts. The second workshop was focused on crafting an equity lens and guiding questions the Energy Council can use when making decisions, developing projects, and prioritizing resources. The Energy Council agreed to use the equity lens guiding questions developed as part of these workshops during project planning and implementation.
- **EVs for Everyone:** The Energy Council Transportation and Land Use subcommittee hosted a lunch-and-learn webinar for Hood River County residents that featured speakers from [Forth](#), [OpConnect](#), Pacific Power, and the City of Portland. Breakout rooms split the audience into those who were interested in information about personal vehicles and those who were interested in fleets and business uses.

Funding Requests

Since 2019, the Energy Council has requested annual financial support from governing bodies to support the Energy Council in implementing the Hood River County Energy Plan. This local support has leveraged investments from Business Oregon, Oregon Community Foundation, Energy Trust of Oregon, and Meyer Memorial Foundation as well as significant expertise and capacity from the volunteer members of the Energy Council.

For FY 2024, the Energy Council is again requesting annual funding of \$5,000 from the Port of Cascade Locks. The Energy Council is requesting \$20,000 of the three Energy Plan-adopting governing bodies served by Energy Trust of Oregon to align with the additional funding resource opportunities. These requests will support plan implementation through the following:

- **Work plan growth.** The Energy Council and its partners have worked with potential project owners to connect them with resources and help projects move toward shovel-ready status. Continuing this momentum with active project support around implementation will be critical to ensuring Hood River County communities are able to leverage the new resources available for renewable energy and energy resilience at the state and federal levels.
- **Ensuring sustainability of the Energy Council.** Staff and the Energy Council will continue to seek outside resources to support plan implementation as they are available, but local commitment is critical to meeting its objectives. Local commitment also provides the flexibility to meet local needs rather than aligning work with funder priorities.

With this support and as part of its work plan, the Energy Council will also seek to provide technical assistance for projects that are particularly relevant to the Port of Cascade Locks:

- The Energy Council is grateful for the opportunity to weigh in on the Port of Cascade Locks' strategic business plan and will bring resources to support Port goals involving energy efficiency, renewable energy, transportation electrification infrastructure, and other energy-related topics.
- Supporting the Port with energy-related projects through project development, resource identification, and grant application support. When the long-term strategic plan priorities are available, the Energy Council staff will review this information and proactively share areas where we see opportunities for additional support to execute Port priorities.

- Supporting the Port in pursuing cost- and energy-saving measures at Port facilities by providing resources to help with implementation of measures identified by the audit that was performed by Efficiency Services Group in 2022.
- Providing support for planning, pursuing funding, and installing EV charging infrastructure at Marine Park, a new park-and-ride, and/or other locations.
- Providing outreach activities to spread awareness of newly available energy efficiency and renewable energy resources for residents and business owners in addition to governmental entities. This will include sharing information about the CPACE financing program that was recently authorized by Hood River County.
- Supporting the Port in developing a streamlined, sustainable pathway for accessing federal and state funding for energy resilience and other priority projects.

If the Port is interested in more targeted project management support for these or other projects, the Energy Council is happy to work with Port staff to discuss opportunities for providing the additional capacity needed to move energy projects forward.

Please provide any feedback on this request and consider it as part of your annual budgeting process. Energy Council staff is happy to participate as needed to support inclusion.

Hood River County Energy Plan

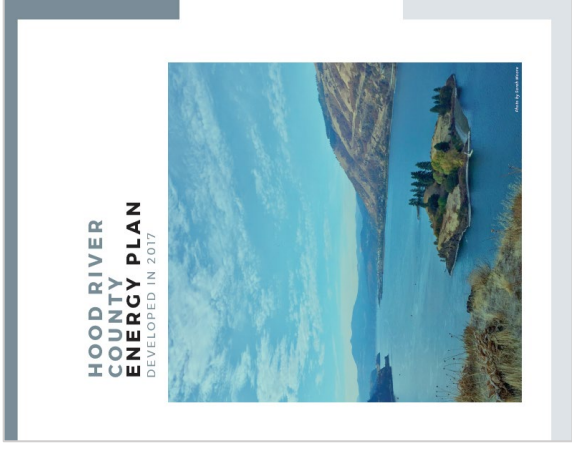
*Eric Strid, Co-Chair, Hood River Energy Council
Lindsay McClure, Energy Council Staff, MCEDD*

Overview of the HRC Energy Plan

- 16-month planning process with significant community input supported by local entities, housed at the County
- Adopted in 2018 by four local entities:



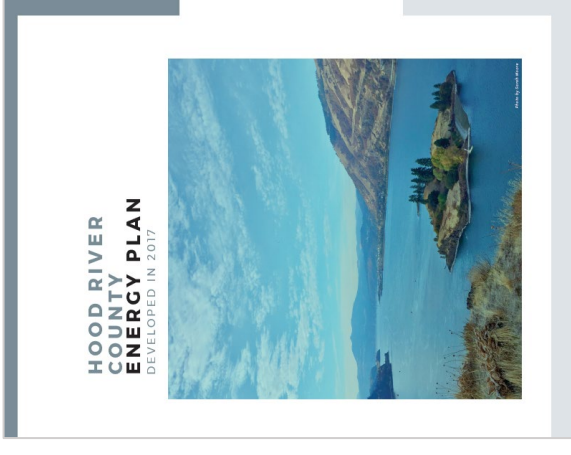
Vision Statement: The Hood River Energy Plan is a blueprint to improve community resilience, increase energy independence, and increase economic benefits related to energy use in Hood River County while reducing emissions from the burning fossil fuels.



Overview of the HRC Energy Plan

Goals:

- **Reduce fossil fuel use in Hood River County.** : Replace 30%, 50% and 80% of power generated from fossil fuels with clean, renewable energy in buildings, water systems, and transportation by 2030, 2040, and 2050, as compared with 2016 levels.
- **Improve resilience and energy independence.** Generate 50% of the county's energy needs from new local diversified energy sources and storage capacity by 2050. Increase overall capacity, provide key services at critical facilities in the event of an emergency.
- **Increase investment in local power.** Strategically utilize and develop resources to enable local projects and create a business environment that supports Energy Plan Goals. Specifically, develop a \$25 million revolving fund to utilize to catalyze projects.



Hood River County Energy Plan Focus Areas



Buildings Design Construction and Occupancy



Transportation and Land Use



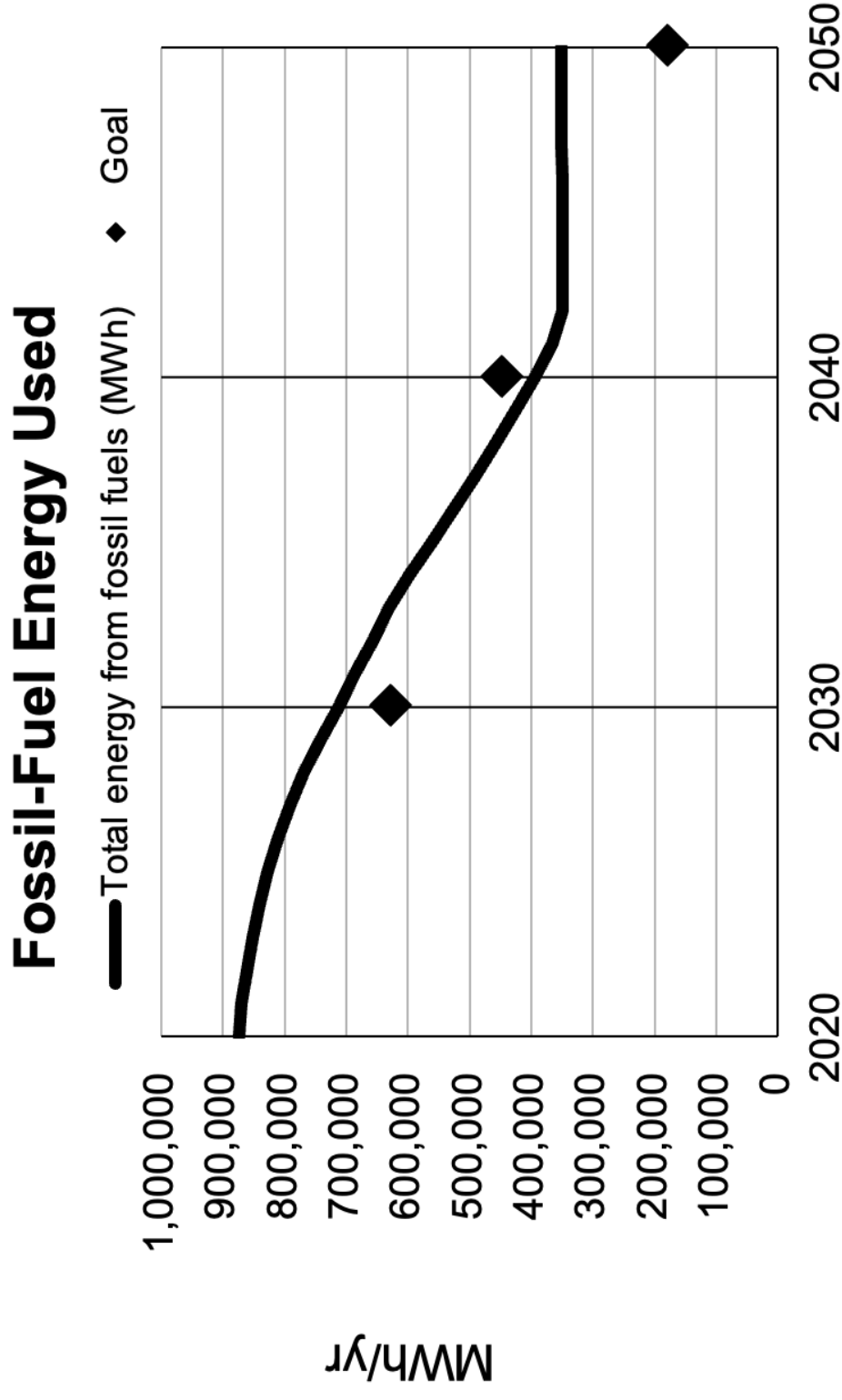
Community-Scale Solutions



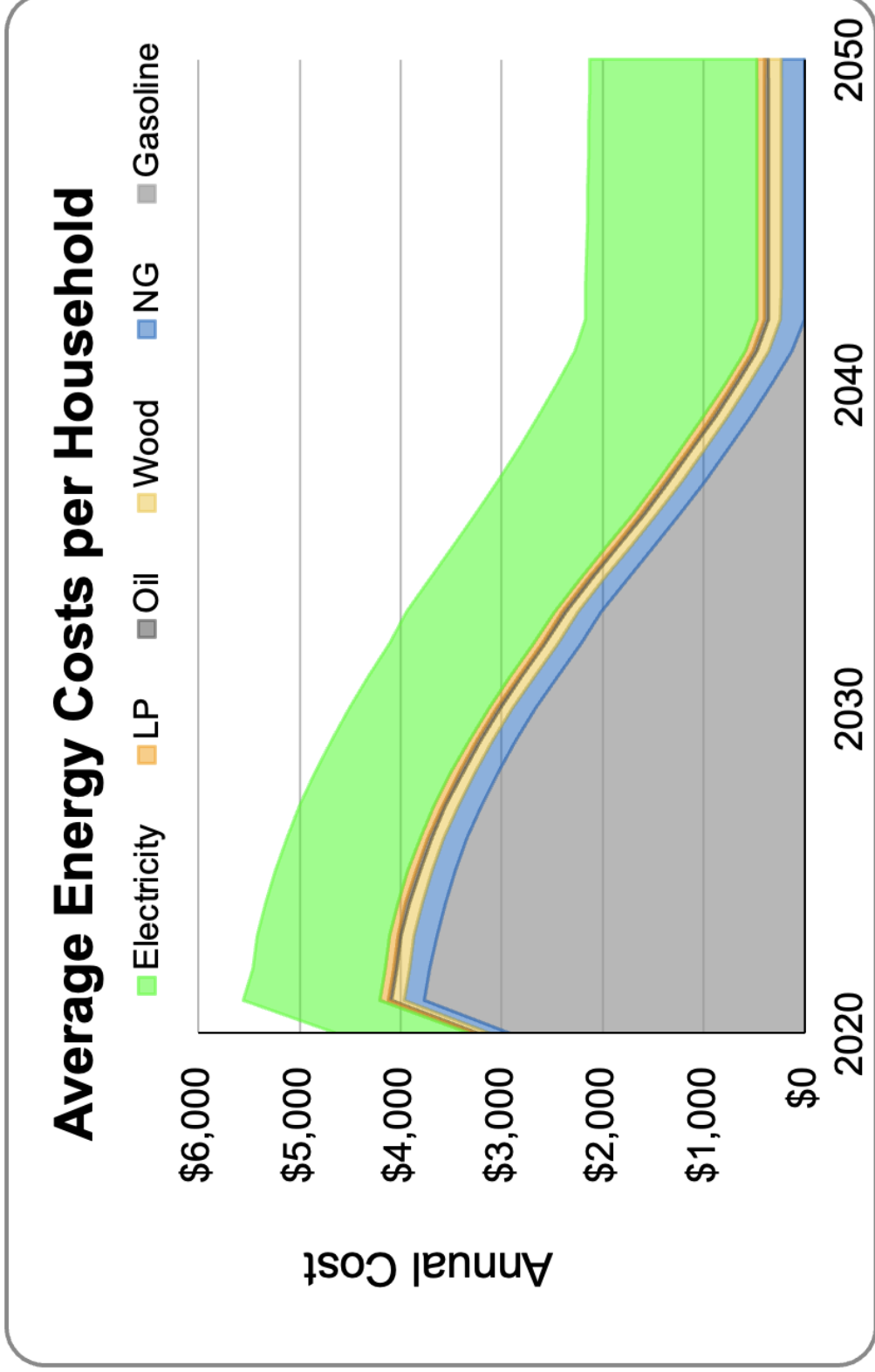
Agriculture and Water

Equity

Where are we today?

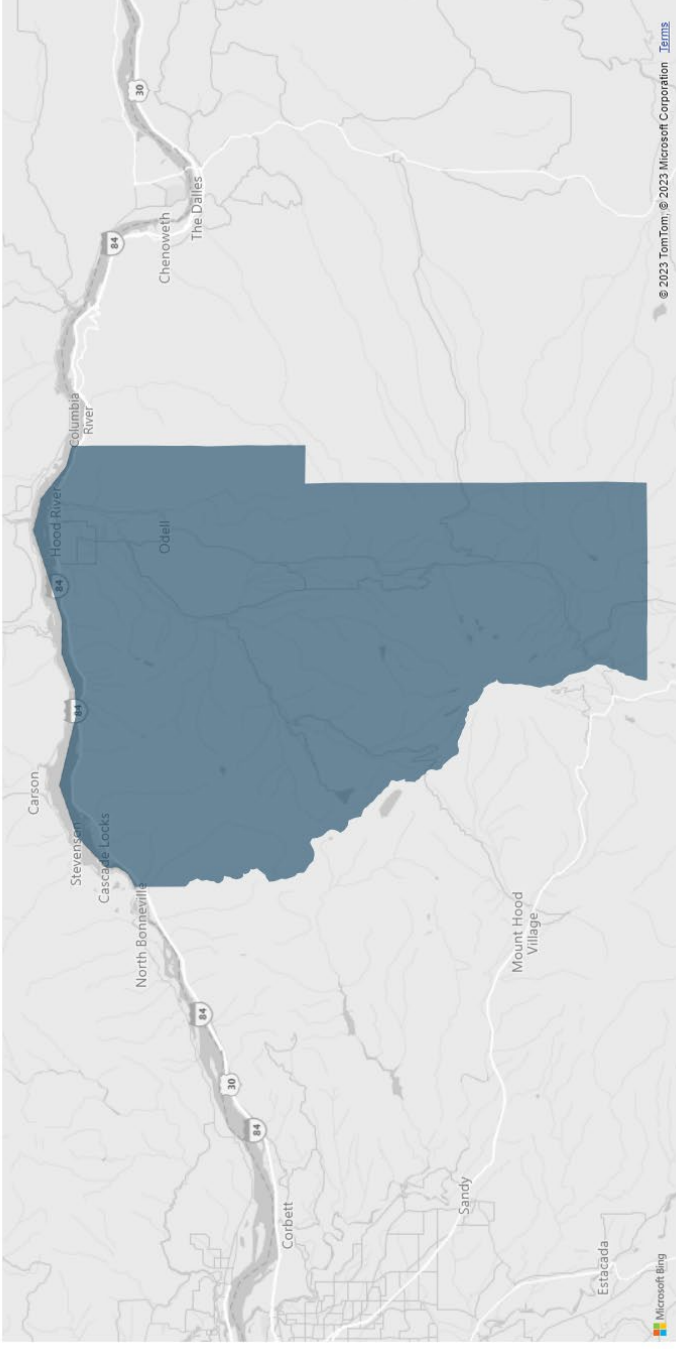


Where are we today?



Where are we today?

EVs on the Road by County and ZIP Code



Key Statistics

| |
|----------------------|
| 421 |
| EVs on the Road |
| 296 |
| BEVs on the Road |
| 125 |
| PHEVs on the Road |
| 12.72 |
| BEVs per 1k People |
| 5.37 |
| PHEVs per 1k People |
| 9.87 |
| BEVs per DCFC Ports |
| 14.52 |
| EVs per Level 2 Port |
| 94 |
| Vehicle Makes |
| 334 |
| Vehicle Models |

- Annual fuel savings per EV averages ~\$1200 plus savings on maintenance; mid-market EVs will be same price by ~2025
- Nearly all vehicles in the state will be electric by 2045



HOW DO WE REACH THESE GOALS?



Hood River County Energy Council

- Serves as an advisory body to support the agencies that adopted the Hood River County Energy Plan, citizens and public/private partners to take action to meet the goals of the plan.
- 11-members, includes elected officials from all four energy plan adopting governing bodies as well as volunteers from the community.
- Council members and staff are working with stakeholders to advance the Energy Plan through:
 - Subcommittee work
 - Technical assistance for local organizations on priority projects
 - Identification of funding mechanisms and application support
 - Outreach and education around resources
 - Planning support for energy projects

Recent Energy Council Work

- Buildings:
 - Completing study to understand barriers/opportunities for increasing energy efficiency and resilient homes. Completed survey, focus groups, and discussions with incentive providers. Report coming soon!
 - Completed Solarize Hood River campaign in the fall of 2022 -- over 100 residences signed up for cost estimates
 - Worked with the Port of Cascade Locks to coordinate an energy audit to identify cost- and energy-saving opportunities at Port-owned facilities
- Transportation and Land Use:
 - Hosted EV webinar for businesses and residents to better understand incentives and the upcoming EV landscape
 - Energy Council is pathfinding plans for EV charging infrastructure
- Community Scale Solutions:
 - Completed 10 solar + storage microgrid feasibility studies for critical facilities identified by County Emergency Management
 - FEMA HMGP grant
 - Drafted City of Cascade Locks solar + storage and roof replacement construction application along with ODOE C-REP grant below
 - ODOE Community Renewable Energy grant applications:
 - Drafted City of Cascade Locks solar + storage construction application
 - Drafted Mt Hood Town Hall planning application for solar + storage planning application
 - Supported City of Hood River in resubmission of a construction application for the Dee Micro-hydro project
- New Energy Council website with a list of resources for our community – launching soon!

Next Steps and Upcoming Opportunities

- Continued engagement with the Port of Cascade Locks to identify opportunities to support projects in your strategic business plan that align with Energy Plan goals
- Outreach and engagement with other public/private partners around existing resources for projects including
 - Opportunities to add EV charging infrastructure at strategic locations in Cascade Locks
 - Supporting the Port in pursuing cost- and energy-saving measures at Port-owned facilities
- Exploring Infrastructure package and Inflation Reduction Act resources and how to best position our community to access these opportunities

Energy Council Funding Request

Since 2019, the Energy Council has requested annual financial support from Plan-adopting governing bodies.

- Local support has leveraged investments from Business Oregon, Meyer Memorial Foundation, ETO, and others
- Local support helps leverage significant expertise and capacity from the volunteer members of the Energy Council
- Local commitment provides flexibility to meet local needs rather than aligning work with funder priorities

The Energy Council is again be asking for \$5,000 for FY 2023-24 to support work plan growth and ensure sustainability of the Energy Council.



THANK YOU

House Bill 3622

Sponsored by Representative MCLAIN, Senators GORSEK, FREDERICK, Representatives GRAYBER, HELFRICH, HUDSON, PHAM K, REYNOLDS, Senator BONHAM; Representatives DEXTER, MANNIX, NOSSE, SMITH G, Senator FINDLEY

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Directs state agencies to distribute moneys to local entities for specified bridge projects. Authorizes general obligation bonding for bridge projects.
Declares emergency, effective July 1, 2023.

A BILL FOR AN ACT

1
2 Relating to bridges; and declaring an emergency.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. (1) The Department of Transportation shall distribute moneys to the Port**
5 **of Hood River for the Hood River-White Salmon Interstate Bridge replacement project in**
6 **accordance with the following schedule:**

7 (a) **In the biennium beginning July 1, 2023: \$30,000,000.**

8 (b) **In the biennium beginning July 1, 2025: \$95,000,000.**

9 (2) **The Legislative Assembly intends to support the Hood River-White Salmon Interstate**
10 **Bridge replacement project through a total investment of \$125,000,000.**

11 **SECTION 2. (1) In addition to and not in lieu of any authorization to issue general obli-**
12 **gation bonds under ORS 286A.035, for the biennium beginning July 1, 2023, at the request of**
13 **the Department of Transportation, the State Treasurer may issue general obligation bonds**
14 **under ORS 367.555 to 367.600 in an amount that produces \$30,000,000 of net proceeds for the**
15 **purpose specified in subsection (2) of this section, plus an amount estimated by the State**
16 **Treasurer to pay bond-related costs.**

17 (2) **Net proceeds of bonds issued under this section must be transferred to the depart-**
18 **ment for the purposes of section 1 of this 2023 Act.**

19 **SECTION 3. The Oregon Department of Administrative Services shall issue a grant to**
20 **the Port of Cascade Locks in the amount of \$6,000,000, which must be used for the Bridge**
21 **of the Gods seismic strengthening project.**

22 **SECTION 4. In addition to and not in lieu of any other appropriation, there is appropri-**
23 **ated to the Oregon Department of Administrative Services, for the biennium beginning July**
24 **1, 2023, out of the General Fund, the amount of \$6,000,000 to carry out the provisions of**
25 **section 3 of this 2023 Act.**

26 **SECTION 5. (1) On or before December 31, 2023, the Oregon Department of Administra-**
27 **tive Services shall distribute the amount of \$20,000,000 to Multnomah County for the Earth-**
28 **quake Ready Burnside Bridge project.**

29 (2) **The Legislative Assembly intends to support the Earthquake Ready Burnside Bridge**
30 **project through a total investment of \$250,000,000 by the year 2030.**

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.
New sections are in **boldfaced** type.

1 **SECTION 6.** (1) In addition to and not in lieu of any authorization to issue general obli-
2 gation bonds under ORS 286A.035, for the biennium beginning July 1, 2023, at the request of
3 the Oregon Department of Administrative Services, the State Treasurer may issue general
4 obligation bonds under ORS 367.555 to 367.600 in an amount that produces \$20,000,000 of net
5 proceeds for the purpose specified in subsection (2) of this section, plus an amount estimated
6 by the State Treasurer to pay bond-related costs.

7 (2) Net proceeds of bonds issued under this section must be transferred to the depart-
8 ment for the purposes of section 5 of this 2023 Act.

9 **SECTION 7.** This 2023 Act being necessary for the immediate preservation of the public
10 peace, health and safety, an emergency is declared to exist, and this 2023 Act takes effect
11 July 1, 2023.

[Date]

Senate President Rob Wagner
House Speaker Dan Rayfield
Oregon State Legislature
900 Court Street
Salem, OR 97301

Local infrastructure serves Oregonians who rely on that infrastructure for their day to day lives, economic vitality, and social connection. Local roads and bridges are highly integrated with state roads, highways and bridges. Maintaining both on and off system assets at the same rate is key to preserving a safe, reliable, and efficient statewide transportation system that serves people where they live and when they travel. As the Interstate Bridge Replacement project advances, three locally owned bridges, that are major assets for our statewide transportation system, must also receive funding this session: the Hood River-White Salmon Bridge, the Burnside Bridge and the Bridge of the Gods. Together the bridges represent a geographically diverse group seeking state investment through a local bridge package for a total biennial allocation of \$66 million this session.

Hood River-White Salmon Bridge

- 2023-25 Biennium: \$30 million
- Total requested state investment: \$125 million

The Hood River – White Salmon Bridge is a critical link spanning the Columbia River to connect Oregon and Washington in the heart of the Columbia River Gorge National Scenic Area. Opened in 1924, the bridge’s travel lanes are just over 9 feet wide, with a 2022 Sufficiency Rating of just 6 out of 100, the bridge has exceeded its safe and useful lifespan. For safety reasons, bicycles and pedestrians are prohibited from crossing the bridge, leaving no other crossing opportunities along a 44-mile stretch of river between the Bridge of the Gods and The Dalles. One of only three bridges spanning the Columbia River in the region, the bridge connects rural and largely disadvantaged communities on both sides of the river and provides critical access to federally designated tribal fishing sites at the north end of the bridge. It is essential to the local communities and the region. A \$125 million investment with a \$30 million allocation in the 2023-25 biennium, along with funding from Washington state, would allow the project to complete the final design phase and help attract more federal funding.

Earthquake Ready Burnside Bridge Project

- 2023-25 Biennium: \$20 million
- Total requested state investment: \$250 million by 2030

Located in the heart of Multnomah County and the state’s most populated metro region, the Burnside Bridge is a 97 year old bridge that was built long before Oregon was aware of the risks associated with a Cascadia Subduction Zone earthquake. A new Burnside Bridge, which will be the only east-west river connection in downtown available immediately after an earthquake, will increase the resiliency of the I5 corridor and further the goals of the IBR project. The future-ready design will accommodate multi-modal

transportation for the next 100 years. A \$20 million investment for the 2023-2025 biennium would allow the project to advance to 60% design by the end of the biennium and help attract more federal funding.

Bridge of the Gods

- 2023-25 Biennium: \$6 million

The Bridge is a vitally important link for the Oregon and Washington bi-state region. Since 1926 the Bridge has provided reliable and safe passage for passenger and commercial traffic and has played a key role in helping the Columbia Gorge region develop a strong economy. Located in Cascade Locks the Bridge also enables tourists and visitors to access the world-class recreational attractions of the Gorge. A \$6 million investment for the 2023-25 biennium would make it possible to perform some site work to make needed improvements as identified by the analysis, as well as prepare for needed strengthening of the Bridge structure, in preparation for adding a safe passageway for pedestrians and bicyclists to cross over the Columbia River. This critical investment by Oregon will enable to the Port to leverage similar funding from the State of Washington.

Taking this opportunity now to invest in state and local infrastructure simultaneously will have a positive impact on Oregon's transportation system for the next 100 years. Please support HB 3622, which funds these past-due local infrastructure projects for the next biennium.

Sincerely,

XX

Hood River-White Salmon Bi-State Working Group

XX

Port of Cascade Locks

XX

Multnomah County Board of Commissioners

Cc: Ways and Means Committee Co-Chair Elizabeth Steiner
Ways and Means Committee Co-Chair Tawna Sanchez
Joint Transportation Committee Co-Chair Lew Frederick
Joint Transportation Committee Co-Chair Susan McLain



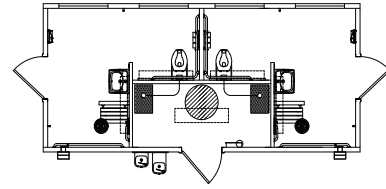
The Bridge of the Gods Trailhead Restroom and Shower Building for the Port of Cascade Locks

The Bridge of the Gods Trailhead is a strategic location in Cascade Locks, where the Pacific Crest Trail, the Gorge 400 Trail and the Cascade Locks Trail System all converge. The restrooms will be included as a part of a new parking area being developed by the Port of Cascade Locks, to serve hikers and bikers who are drawn to the area by the outstanding trails and who need access to personal hygiene facilities. The parking area is supported by grant funds from Travel Oregon, ARPA funding earmarked by former Senator Thomsen and Port of Cascade Locks funds. The Port is requesting \$178,000 from Capital Construction funding for the costs of the restroom building.

| | |
|--------------------------|--------------|
| Restroom Facility..... | \$162,286.06 |
| Utility Connections..... | \$15,713.94 |
| Project Total..... | \$178,000.00 |

RAINIER – 10' 6" x 23' 8"

Rainier with chase has two fully accessible restrooms with showers. Standard features include simulated barnwood textured walls, simulated cedar shake textured roof, vitreous china fixtures, interior and exterior lights, hot water heater, modular shower units, off loaded, and set up at site.



CXT
800.696.5766
cxtinc.com

| State of Oregon Contract #1542 | | Price Per Unit | |
|---|--------|--------------------|--|
| Base Price | | \$ 103,304.00 | \$ 103,304.00 |
| Added Cost Options | | Click to Select | |
| Final Connection to Utilities | | \$ 5,000.00 | <input checked="" type="checkbox"/> 5,000.00 |
| Optional Wall Texture - choose one <input type="radio"/> Split Face Block (\$5,500) <input type="radio"/> Stone (\$7,000) | | Reset Wall Texture | |
| Optional Roof Texture <input type="checkbox"/> Ribbed Metal | | \$ 5,500.00 | 0.00 |
| Stainless Steel Water Closet (each) | Qty: 2 | \$ 1,750.00 | <input checked="" type="checkbox"/> 3,500.00 |
| Stainless Steel Lavatory (each) | Qty: 2 | \$ 1,500.00 | <input checked="" type="checkbox"/> 3,000.00 |
| Electric Hand Dryer (each) | Qty: 2 | \$ 800.00 | <input checked="" type="checkbox"/> 1,600.00 |
| Electronic Flush Valve (each) | Qty: 2 | \$ 1,500.00 | <input checked="" type="checkbox"/> 3,000.00 |
| Electronic Lavatory Faucet (each) | Qty: 2 | \$ 1,500.00 | <input checked="" type="checkbox"/> 3,000.00 |
| Coin Operated Shower Control (each) | Qty: 2 | \$ 2,500.00 | <input checked="" type="checkbox"/> 5,000.00 |
| Paper Towel Dispenser (each) | Qty: 2 | \$ 350.00 | <input type="checkbox"/> 0.00 |
| Toilet Seat Cover Dispenser (each) | Qty: 2 | \$ 350.00 | <input type="checkbox"/> 0.00 |
| Sanitary Napkin Disposal Receptacle (each) | Qty: 2 | \$ 100.00 | <input type="checkbox"/> 0.00 |
| Baby Changing Table (each) | Qty: 2 | \$ 775.00 | <input type="checkbox"/> 0.00 |
| Skylight in Restroom (each) | Qty: 2 | \$ 1,600.00 | <input type="checkbox"/> 0.00 |
| Marine Grade Skylight in Restroom (each) | Qty: 2 | \$ 2,800.00 | <input checked="" type="checkbox"/> 5,600.00 |
| Bill Changer (each) | Qty: 1 | \$ 6,750.00 | <input type="checkbox"/> 0.00 |
| Exterior Mounted ADA Drinking Fountain w/Cane Skirt (each) | Qty: 1 | \$ 5,600.00 | <input type="checkbox"/> 0.00 |
| 2K Anti-Graffiti Coating | | \$ 4,000.00 | <input type="checkbox"/> 0.00 |
| Optional Door Closure (each) | Qty: 2 | \$ 700.00 | <input checked="" type="checkbox"/> 1,400.00 |
| Fiberglass Entry and Chase Doors and Frames (each) | | Qty: 3 | \$ 3,300.00 <input type="checkbox"/> 0.00 |
| Timed Electric Lock System (2 doors- does not include chase door) (each) | | Qty: 2 | \$ 1,350.00 <input checked="" type="checkbox"/> 2,700.00 |
| Exterior Frostproof Hose Bib with Box (each) | | Qty: 1 | \$ 1,200.00 <input checked="" type="checkbox"/> 1,200.00 |
| Total for Added Cost Options: | | | \$ 35,000.00 |
| Custom Options: Extra Crane 8 HR Min \$5,000 | | | \$ 5,000.00 |
| Engineering and State Fees: | | | \$ 6,200.00 |
| Estimated One-Way Transportation Costs to Site (quote): | | | \$ 9,600.00 |
| Estimated Tax: | | | \$ |
| Total Cost per Unit Placed at Job Site: | | | \$ 159,104.00 |
| OR Management Fee (2% of building cost, including shipping): | | | \$ 3,182.08 |
| Grand Total: | | | \$ 162,286.08 |

Estimated monthly payment on 5 year lease \$3,197.99

This price quote is good for 60 days from date below, and is accurate and complete.

CXT Sales Representative

Date

I accept this quote. Please process this order.

Port of Cascade Locks

Company Name

Company Representative

23 Date

DESIGN: K.W.C./D.O.E.
 SURVEY: T.E.C.
 DWG. FILE: (WORK SHEET) (SHEET) (PARTITION PLAN)
 DATE: 01/27/2023
 DRAWN: T.E.C.
 SCALE: AS NOTED
 WORK ORDER: 15440

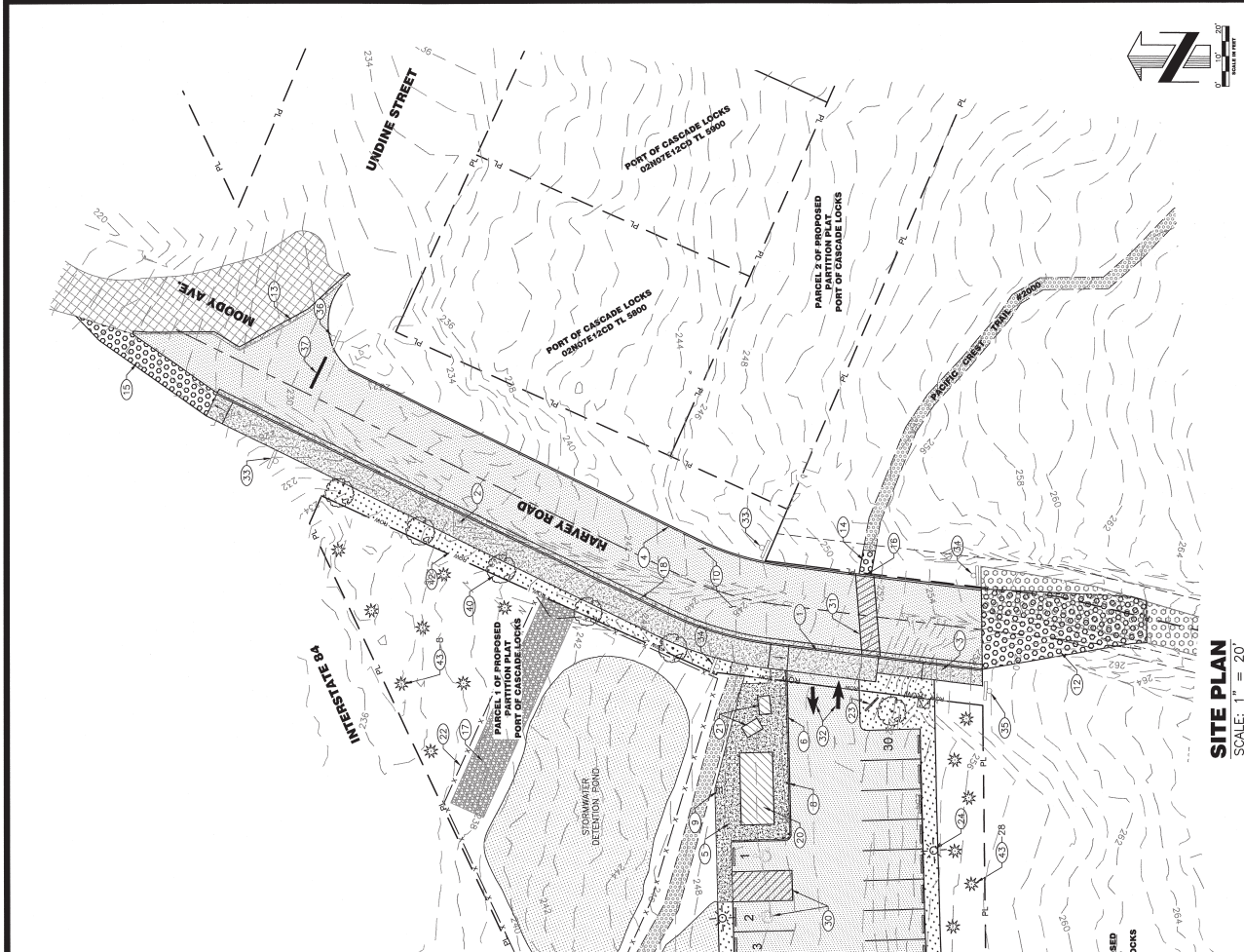
SITE PLAN
 FOR THE
BOG TRAILHEAD PARKING
 PROJECT
 CASCADE LOCKS, OREGON
 PLAT DATE: 1/28/2023

TENNESON ENGINEERING CORP.
 CONSULTING ENGINEERS
 3775 GRATES WAY
 THE DALLES, OREGON 97058
 PH. 541-296-9177 FAX 541-296-6657

FOR AGENCY REVIEW



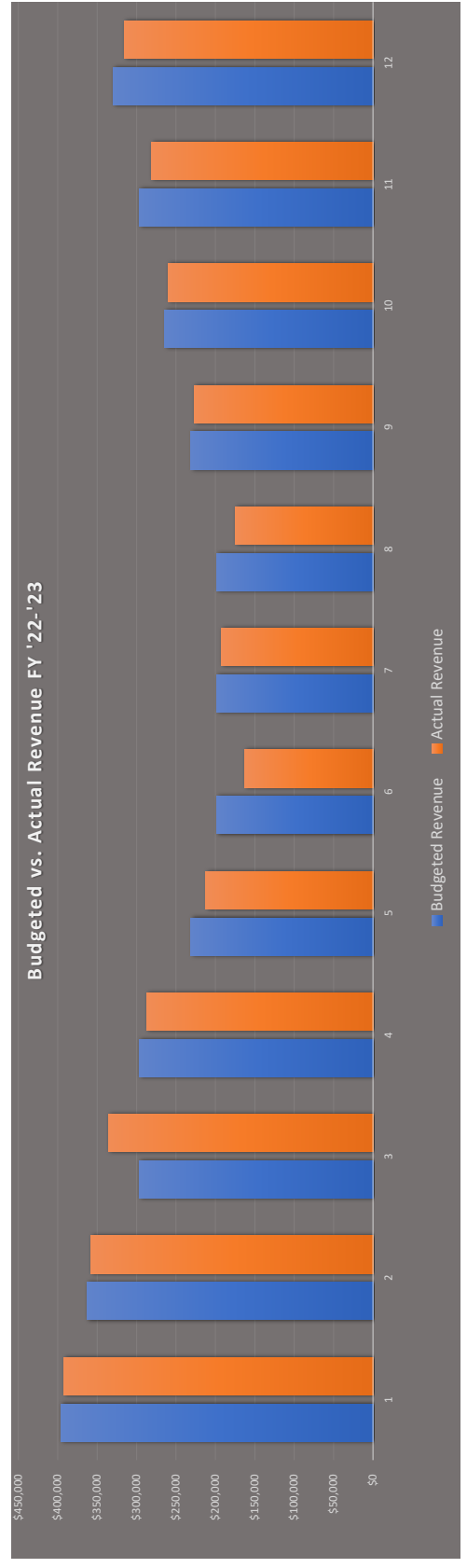
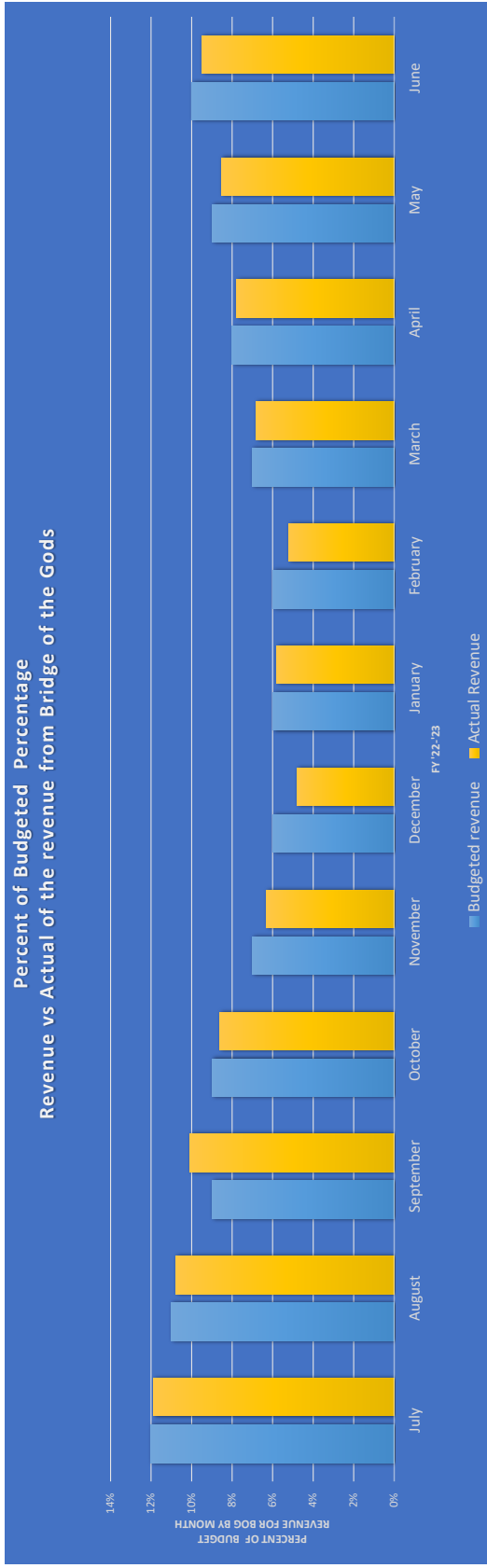
REVISION DATE: 12/27/23
SITE SHEET C101
 Work Order No. 15440



- SHEET NOTES**
- CONTRACTOR TO PROTECT EXISTING IMPROVEMENTS AND ASPHALT ON PROJECT. EXISTING UTILITIES TO BE REMOVED OR REPAIRED. REMOVAL ARE TO BE REMOVED AND REPLACED AT CONTRACTORS EXPENSE.
 - DETAILS NOTED ARE PER CURRENT OREGON DEPT. OF TRANSPORTATION STANDARDS UNLESS NOTED OTHERWISE.
 - CONTRACTOR SHALL VERIFY WITH UTILITY LOCATE COMPANIES. NO EXCAVATION SHALL BE PERFORMED WITHOUT PROPER NOTIFICATION OF UTILITIES.
 - KNOWN UTILITIES IN THE AREA OF WORK HAVE BEEN IDENTIFIED. CONTRACTOR TO VERIFY EITHER THE OWNER OR THE CONSULTING ENGINEER. NO RESPONSIBILITY IS ASSUMED BY THE ENGINEER FOR THE LOCATION, TYPE, OR NUMBER OF EXISTING UTILITIES.
 - CONTRACTOR TO ARRANGE A PRE-CONSTRUCTION MEETING WITH THE OWNER, ENGINEER, LESSEE AND APPLICABLE UTILITY PROVIDERS.
 - UNLESS OTHERWISE APPROVED BY THE JURISDICTION, CONSTRUCTION OF ALL PUBLIC UTILITIES SHALL BE COMPLETED BY 5:00 P.M. MONDAY THROUGH FRIDAY.
 - ANY INSPECTION BY THE OWNER OR OTHER AGENCIES SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR OF HIS OBLIGATION TO COMPLETE THE WORK IN STRICT COMPLIANCE WITH THE CONTRACT DOCUMENTS, APPLICABLE CODES AND AGENCY REQUIREMENTS.
 - EFFECTIVE EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
 - EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. DRAINAGE CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. DRAINAGE CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
 - LANDSCAPING AND BRIGATION BY OWNER. COORDINATE INSTALLATION OF SLEEVES AND SURROUNDING PIER.

- KEY NOTES**
- PROVIDE 30" WIDE (6" THICK) OPTION 'N' DRIVEWAY APRON AND RAMPS (R0750)
 - PROVIDE 1,883 SF-8" WIDE PCC SIDEWALK (R0720)
 - PROVIDE 174 SF-5" WIDE PCC SIDEWALK (R0720)
 - PROVIDE 221 LF-18" TALL PCC STANDARD CURB (R0700)
 - PROVIDE 948 SF-6" THICK PCC SECTION (WIDTH VARIES)
 - PROVIDE 55 LF-16" TALL PCC STANDARD CURB (REVEAL VARIES) (R0700)
 - PROVIDE PRECAST PARKING BUMPERS (TYP 30)
 - PROVIDE BOLLARD (TYP 3)
 - PROVIDE 6-PLACE BIKE RACK.
 - PROVIDE 7,185 SF-HMAC PUBLIC PAVING SECTION
 - PROVIDE 11,478 SF-HMAC PRIVATE PAVING SECTION
 - PROVIDE 1,139 SF-GRAVEL TRANSITION SECTION
 - REMOVE AND REMOVE 91 SF EXISTING H/MAC AND MATCH NEW PAVEMENT
 - PROVIDE 33 SF-GRAVEL SECTION OVER NEW CULVERT
 - PROVIDE 376 SF-GRAVEL TRANSITION SECTION
 - PROVIDE 6" WIDE CURB DROP
 - PROVIDE 902 SF-12" WIDE GRAVEL SECTION
 - PROVIDE 274 LF-24" WIDE PCC CURB AND GUTTER (R0700)
 - PROVIDE 288 SF-12" THICK GRAVEL SECTION TO CONCRETE UNDERLYING EXISTING CONCRETE STATION
 - PROVIDE (3)-6"x10' TALL INFORMATION SIGN KIOSKS (BY OWNER)
 - PROVIDE 274 LF-TYPE CL-6R FENCING WITH 16" WIDE DOUBLE GATE (R0 815)
 - PROVIDE PARKING LOT RULES SIGN (BY OWNER)
 - PROVIDE POLE MOUNTED LED LUMINAIRE (TYP 4)
 - PROVIDE PARKING STRIPING AS SHOWN (TYP)
 - PROVIDE 6" WIDE CROSS WALK STRIPING
 - PROVIDE PAINTED DIRECTIONAL ARROWS AS SHOWN
 - PROVIDE "NO PARKING" SIGN (TYP 2) (R8-3A)
 - PROVIDE "TRAIL CROSSING" SIGN (TYP 2) (W11-15A)
 - PROVIDE "PRIVATE ROAD" SIGN (W8-3A)
 - PROVIDE "STOP SIGN" (R1-1) WITH "CROSS TRAFFIC DOES NOT STOP" PLAQUE (W4-4P)
 - PROVIDE 12" WIDE, WHITE PAINTED STOP BAR
 - PROVIDE (5) PUBLIC STREET TREES (BY OWNER)
 - PROVIDE (5) PARKING LOT TREES (BY OWNER)
 - PROVIDE 3,505 SF LANDSCAPING (BY OWNER)
 - PROVIDE (40)-2" CALIFERN CONIFER TREES (BY OWNER)

| 22-23 | July | August | September | October | November | December | January | February | March | April | May | June | TOTAL |
|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------|------------------|-------------------|
| % Revenue Projected | 12% | 11% | 9% | 9% | 7% | 6% | 6% | 6% | 7% | 8% | 9% | 10% | \$3,330,000 |
| % Revenue Generated | 11.90% | 10.80% | 10.10% | 8.60% | 6.30% | 4.80% | 5.80% | 5.20% | 6.80% | 7.80% | 8.53% | 9.4800% | 78.10% |
| Revenue Projected | \$396,000 | \$363,000 | \$297,000 | \$297,000 | \$231,000 | \$198,000 | \$198,000 | \$198,000 | \$231,000 | \$264,000 | \$297,000 | \$330,000 | \$3,300,000 |
| Revenue Generated | \$392,873 | \$357,820 | \$335,433 | \$287,085 | \$212,084 | \$162,270 | \$192,536 | \$174,525 | \$226,848 | \$259,773 | \$281,490.00 | \$315,684 | \$3,198,421 |
| | | | | | | | | | | | | | Projected Revenue |
| 21-22 | | | | | | | | | | | | | |
| % Revenue Projected | 12% | 11% | 9% | 9% | 7% | 6% | 6% | 6% | 7% | 8% | 9% | 10% | \$2,840,000 |
| % Revenue Generated | 11.20% | 10.00% | 8.90% | 7.60% | 6.50% | 5.70% | 5.30% | 5.60% | 6.90% | 7.40% | 8.80% | 9.80% | \$2,840,000 |
| Revenue Projected | \$340,800 | \$312,400 | \$255,600 | \$255,600 | \$198,800 | \$170,400 | \$170,400 | \$170,400 | \$198,800 | \$227,200 | \$255,600 | \$284,000 | \$2,840,000 |
| Revenue Generated | \$318,917 | \$286,138 | \$253,177 | \$216,456 | \$184,420 | \$162,952 | \$153,333 | \$160,049 | \$198,225 | \$212,737 | \$248,774 | \$278,649 | \$2,673,827 |



2022-2023 GRANT REPORT

| | |
|--|--|
| Organization Name: | Friends of the Cascade Locks Historical Museum |
| Mailing Address: | P.O. Box 321, Cascade Locks, OR 97014 |
| Phone Number: | 541-203-0881 |
| Federal Organization Information: | 501c3 Nonprofit Organization, TIN 46-3180540 |
| State Organization Information: | Oregon Nonprofit Organization (Public Benefit), Register Number 950631-95, BIN 01572597-6 |
| Organization Contact: | Janice Crane, Executive Director janice@cascadelocksmuseum.org |
| Mission: | Cascade Locks Historical Museum preserves and interprets our diverse heritage for the benefit of visitors and our community. |
| Amount granted: | \$29,000.00 |
| Project description: | Friends of the Cascade Locks Historical Museum requests operating support from the Port of Cascade Locks. This support will pay for a portion of the salary and benefits for the full time Executive Director. |

Operations Summary

Summer 2022 Museum Operations

The Museum was open March 16, 2022- October 31, 2022.

- Visitor foot traffic was back to 99% of normal¹ for the 2022 season. This is up from 22% of normal in 2020 and 79% of normal in 2021.
- The expanded operating season of “Spring Break through Halloween” (previously May-September) captured more shoulder season visitors, especially with the nice weather in October 2022.
- Collaborated with ODOT to facilitate free in-person Waterfall Corridor permit pickup.
- 2022 was the year of planning- we completed and began implementation of our first-ever strategic plan, began interpretive planning for our next major exhibit updates, and

- Opened one seasonal rotating exhibit *Now Entering the Uncanny Valley*, which explored the science of why our doll and mannequin collection is so creepy.
- Published the book *Images of America: Cascade Locks and Canal*, available August 8, 2022 from Arcadia Publishing (and the museum gift shop!)
- Hosted the 160th birthday of the Oregon Pony!
- Began hosting bingo nights at trivia nights at local breweries.

Summer 2023 Museum Operations

The museum is open Thursday through Monday from 10:00am to 5:00pm., closed Tuesdays and Wednesdays. We have further extended the open season to March through October, and are open from March 2 through October 31, 2023. We are getting a lot of anecdotal feedback from visitors who are excited to see it open this early in the year. We have also seen a significant increase in local visitation to the Museum; 11% of our 2023 visitors to-date are residents of Cascade Locks/Stevenson/Carson, up from an average of 2% over the past 3 years.

Admission costs \$6 for adults, \$5 for seniors (60+), \$3 for youth (6-17) and children 5 and under are free. Local admission costs \$1, and local students (pre-k through college) are free.

New Exhibits

Cascade Locks Schools- our summer seasonal exhibit features the history of schools in Cascade Locks, from one-room school houses to present. We received many new donations and loans from Cascade Locks High School alumni.

Bedroom exhibits- the upstairs exhibits have been rearranged for visitors to walk through, instead of just peeking through the half-doors.

New Programs

Join us for these exciting events in 2023:

- Dancin' Fools: A **Museum Prom** Fundraiser- Saturday, April 1, from 6pm-9pm in the Cascade Locks School Gym
- *Images of America: Cascade Locks and Canal* **book signing**, Monday, April 24, at Thunder Island Brewing

- **Local History Trivia Nights** at Gorges Beer Co- Thursdays May 11, September 14, and November 9
- **2nd Annual Pony Party**- Saturday, July 22, this is an outdoor festival celebrating the Oregon Pony. We had a blast with this event last year and have decided to make it annual. Join us for a bounce house and lawn games
- **Magical History Masquerade** is a gala-style fundraiser with a silent auction and live band on Friday, October 13.

New Collaborative Projects

- The **Columbia Gorge Museums Pass** is back for 2023! This is a multi-museum admission-sharing cross promotion program. This program is a partnership between Columbia Gorge Tourism Alliance and now ten Gorge museums from Washougal to Pendleton.
- We were invited to participate in the statewide **Oregon Heritage Plan** evaluation. This is a 3-year survey project evaluating how state resources can better support different types and sizes of heritage organizations around the state.
- We are participating in the **Arts and Economic Prosperity Economic Impact Survey** for the Columbia River Gorge, working with the CGTA and Dalles Arts Center to collect regional impact data from our visitors.

Strategic Planning

The Executive Director successfully leveraged the Port's contribution with the Braemar Charitable Trust to fund working hours to complete in-house strategic planning. The Executive Director spent most of the winter leading the FCLHM Board through the process of developing and implementing real-time strategic planning.

Capacity Building and Staffing

We partnered with the Union Pacific Foundation to bring a second year of capacity building funds into our budget, enabling us to continue to host a second full time position. By having two trained museum professionals in the building, we have become more efficient in our function, able to care better for the belongings, visitors, and stories of our community. Creating full time, career-track positions is an excellent indicator of the museum's growing position in the local economy. The City of Cascade Locks was helpful in this new partnership by allowing us to reallocate the support they gave us for part time workers to supporting half of the new full-time position.

Capital Campaign

Obtaining appropriate facilities was identified as the key question facing the museum in our Strategic Planning process. Continued delays in the purchase of the “Old Hardware Store” building have led the museum board to reevaluate its options for capital projects.

How does this project support economic development within the Port District?

Museums are a \$50 billion industry in the USⁱⁱ, with a \$585 million impact in Oregon.ⁱⁱⁱ The table below measures our contribution to this impact with our actual numbers. The table was created using past museum financial data and the current museum budget with the help of the Americans for the Arts Economic Impact Calculator.^{iv}

| Fiscal Year | Museum Expenditures | Visitor Expenditures | Total Impact | Total FTE Jobs Supported | Local Government Revenue | State Government Revenue |
|-------------------------------|---------------------|----------------------|--------------|--------------------------|--------------------------|--------------------------|
| 2018-2019 | \$12,283 | \$43,345 | \$55,628 | 1.5 | \$2,591 | \$2,623 |
| 2019-2020 | \$67,531 | \$28,694 | \$96,225 | 2.9 | \$3,817 | \$4,281 |
| 2020-2021 | \$88,299 | \$29,481 | \$117,780 | 3.6 | \$4,590 | \$5,209 |
| 2021-2022 | \$113,545 | \$35,548 | \$149,093 | 4.6 | \$5,785 | \$6,583 |
| 2022-2023 YTD as of 2/28/2023 | \$77,449 | \$32,806 | \$110,255 | 3.3 | \$4,372 | \$4,905 |
| 2022-2023 Budget | \$116,682 | \$49,996 | \$166,678 | 5 | \$6,615 | \$7,417 |

Since the Port’s 2019 investment in the museum, we have doubled our economic impact. Any investment that the Port makes in the museum returns threefold in additional donations and earned income. 38% of the museum’s revenue in the 2022-2023 YTD fiscal year came from sources outside of Cascade Locks. With your continued support, we can continue to increase our impact in community and tourism spaces in Cascade Locks.

The Travel Oregon 2022-2024 Oregon Lodging Tax Revenue Forecast^v showed anticipated leisure tourism volume to return to 2019 levels in 2022, with overnight room demand exceeding 2019 levels

by Q3 of 2022. The COVID-19 pandemic created a deeper crisis than the 2008 financial crisis or 9/11, but recovery is expected to be faster. Travel Oregon also reports that room revenue has been back to 2019 levels since July 2021. As we increased our staffing capacity to bolster our visitor center services, we anticipate that we will continue to see the impact of our visitors staying longer and spending more.^{vi}

In 2022, ODOT changed in access requirements for the Historic Columbia River Highway. The Cascade Locks Historical Museum facilitated the in-person pick up site for eastbound day-of Historic Highway driving permits. We found that this doubled foot traffic to Cascade Locks and the Marine Park from interstate travel, and supported continued local access by making free, flexible passes available in-town. ODOT has discontinued this program for 2023, but has requested that we be the in-person pickup site for Multnomah Falls parking passes, which have been exclusively available through Recreation.gov since the program was implemented in 2020.

Visitor centers have a multifold impact on rural communities. Travel Oregon's 2018 impact survey found that "overnight visitors to Oregon who visit our Welcome Centers stay twice as long (6.4 vs. 3.3 nights) and spend twice as much per day (\$394 vs. \$204) for a total average trip spend that is four times that of the average overnight visitor."^{vii} Impact models show that "welcome center[s] generate approximately \$35 in new tourism expenditures for every dollar of operating budget."^{viii} Welcome center visitors stay longer and visit more locations during their stay at a destination, and their propensity to return to the destination is higher.^{ix} By adding substantial visitor services to the museum, we have streamlined our in-town visitor experience with consistent, accessible information. We encourage local activities that make visitors more likely to spend overnight dollars in our area, supporting year-round jobs in town. We also hope to see increased efficiency in our other small businesses, allowing them to strengthen their functions without having to answer as many unrelated visitor questions.

We are pleased to confirm an increase in repeat visitation in the three years that we have operated using software that tracks customer spending habits. 13% of our credit card-using customer base has visited the museum more than once since we started tracking, and 16% of credit card customers in the 2021-2022 Fiscal YTD are repeat visitors. To adjust to include cash sales from anecdotal reporting (verbally asking customers when they visit), we estimate that 20% of our customer base is made up of return visitors.

Prior history of awards from Port to recipient:

| Award Date | Amount |
|-----------------------------------|--|
| Total FY 2022-2023 Support | \$29,000 |
| Total FY 2021-2022 Support | \$20,000 + \$7110 cruise ship passenger fees |
| Total FY 2020-2021 Support | \$35,000 |
| Total FY 2019-2020 Support | \$67,500 |
| Total FY 2018-2019 Support | \$1,500 |

Friends of the Cascade Locks Historical Museum are grateful for your continued support.

Final report to the commission date:

May 4, 2023

ⁱ “Normal” calculated as a 5-year average of visitation from 2015-2019.

ⁱⁱ American Alliance of Museums, *Museums as Economic Engines: A National Report*, Page 5, <https://www.aam-us.org/wp-content/uploads/2018/04/American-Alliance-of-Museums-web.pdf>

ⁱⁱⁱ American Alliance of Museums, “Museums as Economic Engines- Oregon”, <https://www.aam-us.org/wp-content/uploads/2018/04/EE-Oregon.pdf>

^{iv} Arts & Economic Prosperity Economic Impact of the Nonprofit Arts & Culture Industry Calculator. https://www.americansforthearts.org/sites/default/files/aepiv_calculator/calculator.html

^v Travel Oregon. Feb 2022. Oregon Lodging Tax Revenue Forecast, FY 2022-2024. <https://industry.traveloregon.com/wp-content/uploads/2021/10/Oregon-revenue-forecast-2022-Commission-mtg.pdf>

^{vi} Travel Oregon, 2018. Statistic provided via email by Ladan Ghahramani, Marketing Research Analyst at Travel Oregon, 4/13/2020.

^{vii} Travel Oregon, 2018. Statistic provided via email by Ladan Ghahramani, Marketing Research Analyst at Travel Oregon, 4/13/2020.

^{viii} Tyrrell, Timothy J , & Robert J Johnston. “Assessing expenditure changes related to welcome center visits.” *Journal of Travel Research*, Vol 42, Issue 1, 2003.

^{ix} Pennington-Gray, Lori & Christine Vogt. “Examining Welcome Center Visitors’ Travel and Information Behaviors: Does Location of Centers or Residency Matter?” *Journal of Travel Research*, Vol 41, Issue 3, 2003



PUBLIC MEETING: Port Commission Meeting

DATE: Thursday **April 6, 2023, 6 PM**

LOCATION: Cascade Locks City Hall 140 Wa Na Pa St, Cascade Locks, OR 97014

<https://us02web.zoom.us/j/85806615790>

MINUTES

- 1) Commission meeting called to order 6:00 PM
 - a. Pledge of Allegiance
 - b. Roll Call
 - i. President Groves
 - ii. Vice-President Lorang
 - iii. Commissioner Caldwell
 - iv. Commissioner Stipan
 - v. Commissioner Bump
 - vi. Members of the Staff – IGM Jeremiah Blue, Maintenance and Construction Manager Todd Mohr, Accountant Chuck Mosher, Accounting Specialist Melissa Warren, Secretary Keriane Stocker, Attorney Tommy Brooks, and Government Relations Consultant Mark Johnson
 - vii. Members of the Public – Brenda Cramblett of Cascade Locks, Gary Munkhoff of Cascade Locks, Darrin Eckman of The Dalles, Albert Nance of Cascade Locks, Carrie Klute of Cascade Locks and David McCurry of Portland; Zoom Attendees – Diane Amoth, Butch Miller, Hallie Ballou, iPad (Caroline Lipps), iPhone (Rachel Najjar), Steve Jones, Chris Matlock, Phillip W, Kelli Richardson, MSDean, Pam T, CL Voter, S RNDALL, and iPhone (104)mike.
 - c. Modifications, Additions and Changes to the Agenda
 - d. Declarations of Potential Conflicts of Interest
- 2) Public Comment (Speakers may be limited to three (3) minutes)
 - a. Carrie Klute from Cascade Locks: Klute opens by stating that she has spent a good portion of the morning, and last night, reading the lease agreement between the Port and American Cruise Lines and had some concerns and questions. The first question she asks is if the Port has done a cost analysis on the long-term effects of the lease will have on the Port, such as even just a financial spreadsheet showing what the benefits are. Her second concern addresses Section 6.2.3 in which it states "During all times that Landlord operates the Sternwheeler, Landlord shall not be required to pay any docking fee or per passenger fee to Tenant. During all times that Landlord contracts with an Operator to operate the Sternwheeler (an "Operator"), Tenant shall have the right to charge Landlord a reasonable fee for use of the Sternwheeler [Dock]" as well as Section 6.2.3.1 which says "If neither Landlord nor an Operator is operating the Sternwheeler, then Tenant shall have the right to require the Sternwheeler to dock at a location other than the Demised Premises, so as not to interfere with use of the docks while the Sternwheeler is not operating." Klute's raises her concern on where the Sternwheeler live in the off-season, stating "American Cruise Line gets to moor at [the] docks during the winter months for very little costs. [The Port] will have to use that money to find a private place to moor the Sternwheeler. Where will [the Sternwheeler] go and how much will it cost the Port?" She also asks what kind of utility upgrades will the Port be liable for to support ACL's needs. In the lease, the Port will be liable for maintaining and upgrading the utility services, what that will look like and how much it will cost the Port. She also asks, in regards to the \$1.50 extra per passenger mentioned in Section 5.2, how many passengers on average does that account

for, and why is it capped and why doesn't the lease have an verbiage to increase that amount over forty (40) years? Why is the monthly rent capped at a 5% annual increase and why only \$2,500 a month for such a prime location. AWI pays Portland \$4,000 a month with a larger annual increase for a much smaller boat. She expresses that she is concerned because forty (40) years is an extremely long commitment and believes that the Port is getting the short end of the stick on the deal and recommends that many revisions and further negotiations are necessary before the lease is signed. She states that with the Port trying to replace toll revenue, this does not seem to be a great deal for furthering that goal. Klute also adds that in light of the recent information that came out about the company and the person running the RoundHouse data center, she wanted to voice her continued concern over pushing such a risky deal, working with someone who has outstanding litigation and so much lost investor money seems like a terrible idea and not a good path for the future of the Port, and could set the Port up for future litigation. Klute strongly suggests looking for and pursuing other opportunities for the Flex 6 building.

- b. Rachel Najjar from Cascade Locks (on Zoom): Najjar points out that at the RoundHouse Open House, James Longacre, who was part of Department of Defense, shared that they are not putting anymore money down on the deal, which means that all of the funding will be through the CPACE loan and the money will be coming from a third-party lender. Looking into where this money will come from, she found at the bottom of their website Deutsche Bank and the Rockefeller Foundation. She suggests that anyone who doesn't know about the Rockefeller family, look them up as they are one of the richest families in American history and "fill their pockets at the expense of the common people". She adds that the Rockefellers have always strived to create a world system of financial control and private hands and aim to do this by obtaining franchise, to create money out of nothing for the purpose of lending and to shift the losses from the bank owners to the taxpayers. The CPACE loan clearly states that building owners borrow money for energy efficiency and make repayments via an assessment on their property tax bill. From her understanding, the financing arrangement for it remains with the property, and even if it's sold, it would still be with the property because of long-term investments. At the meeting in person, [Longacre] said that they intend to sell the business in three (3) years. Najjar poses the question, "If the loan will stay with the building owner, doesn't that mean that the Port is going to have a \$100M loan to pay off when they decide to sell in three (3) years?" The MOU promises, property tax abatements which could mean that they won't pay a dime of their own money to repay the loan but they will profit off of the sale while the Port takes on a huge debt that will ultimately put the Port into financial ruin. She expresses that this is her concern. Based off the MOU, the Port is putting their faith in this company to move from tolls to Federal funds in order to update the bridge. She asks, "With the increase in tolls, have we started to work on the bridge with the money that we already do have?" And goes on to say, "We don't need the government to come and save us. With proper management and leadership, we can do it ourselves and keep our bridge." Stephen King said at the meeting that the CPACE funding was developed from 350.org. While this international movement has the look and feel of an amateur grassroots operation, in reality it's a multimillion-dollar campaign run by staff earning 6-digit salaries. More than half of their \$10M income came from the Rockefeller family. Najjar recites a quote from David Rockefeller in his book *Memoirs*, and prompts the Commission to ask themselves, "Is this what you want in our town?" "Some even believe we are part of a secret cabal working against the best interests of the United States. Characterizing my family and me as internationalists, and of conspiring with others around the world to build a more integrated global, political, economic structure. 'One world', if you will, if that's the charge, he says, I stand guilty and I am proud of it." She closes her comment with the question "What legacy do you want to leave Cascade Locks, Port

Commissioners? Rockefeller money, it will come at a cost, and that's not one I wish for future generations of Cascade Locks."

- c. Caroline Lipps from Cascade Locks on Zoom): Lipps comments that there is a current active recall campaign to recall Jess Groves and Joeinne Caldwell as Port Commissioners. P Groves interjects that Lipps is out of order as this is not a political forum. Lipps argues that it is a public comment. P Groves restates that it is not a political forum. Lipps asserts that she is making a public comment and asks if she can finish her three minutes. There is an active recall and would like to ask Jess Groves and Joeinne Caldwell for their resignation. There are currently over one-hundred and thirty members of our community who have agreed to recall your positions as elected Port Commissioners, as they are concerned with the direction that the Port is headed under [P Groves and C Caldwell's] leadership and she highly suggests that [P Groves and C Caldwell] meet with their constituents to really understand their concerns. She informs that it is their right as constituents to have a recall and only ninety (90) votes are required. They have a hundred and thirty and counting, and is just from Lipps making one Facebook post. Lipps is asking P Groves and C Caldwell to consider resigning from their positions as Port Commissioners and saving our community additional funds and not having to go through a special election process. Lipps reiterates that they already have more than enough votes. If anyone has questions about the recall, she invites them to reach out to her and she will be happy to talk to them. P Groves takes a moment to state that they will be making their own comments as well.

3) Presentations

a. Bridge Painting Project – David McCurry

- i. McCurry provides a quick introduction of himself, stating that he has been working with the Port for a while, identifying needs on the bridge to keep it maintained and preserved. Currently, he is concentrating on this summer's maintenance painting project. This time the focus will be on the Oregon-side, primarily. He expresses that the project does not intend to have much impact on traffic. As the painting of the bridge generally happens when summer traffic is at its highest, McCurry assures that they are working very closely with the Port to ensure that the work being done will not have an effect on summer traffic. He then proceeds to inform that they have developed all the technical specifications and plans and will be connecting to the Port staff to reach out to third-parties. McCurry clarifies that there is no intention to do any work on the bridge deck so there will be very little impact, if any at all, on traffic. All the work will be done underneath bridge, on WaNaPa, on the three (3) spans seen from under the bridge, as well as the two (2) steel girders. Engineering drawings and specifications will go out for bid will go out later in Spring so that the work can begin during the Summer. P Groves points out that, as the bridge is reaching 100-years-old, in the future, work will need to be done on both sides which will require lots of money. In order to do those projects, [the Port] will need to have Federal funds to help. The Port has maintained the bridge in decent condition but as it ages, it is going to cost a lot of work to keep it up. McCurry concurs with P Groves that the bridge is in good condition for its age and the Port has done a good job upkeeping the bridge. He adds that the maintenance painting project is part of an overall maintenance program and preservation plan that the Port has adopted but the cost of long-term preservation and keeping it much beyond a hundred years is significantly increasing and well-documented. P Groves asks McCurry if the plan is to do painting this year or to span it over a couple of years. McCurry replies that it depends on what is available in terms of budget. He is aware that costs and inflation has gone up quite a bit and the Port can only do so much, so they will do as much as they can with what the Port budget allows.

He summarizes by saying that the work will mostly get done this summer but if there is also some budget available next year, they will do some painting next year, as well. C Stipan asks if there will be any traffic interruptions. McCurry confirms that the plan is to do all the work from below so there will be no traffic impact on the bridge itself. He adds that the work platforms will be supported on the ground, there may be some temporary clearance concerns and is working together with WSDOT and the mobility office at ODOT. As far as traffic impact, the plan is to shift traffic left and right as the work is occurring underneath the bridge and using very temporary flagging of traffic. P Groves mentions that the last painting project was done in the 80's and recalls watching the work done with the use of suspended scaffolding. He asks whether there will be the use of snorkel lifts. McCurry nods and also adds that there will be some type of containment of the work to prevent some of the dust and debris getting out. He reiterates that they will not be using the top of the bridge deck or using a truck with a snorkel lift or articulated arm. All work will be done from the ground. C Caldwell asks whether they will be working from the foundation, up or focusing on the important areas first. McCurry answers that on the Oregon-side, the three (3) smaller spans are a little more problematic, the large truss itself is a little more robust, and there are a few parts that they want to make sure to preserve because if they deteriorate, they could limit the loads that are allowed on the bridge for safety. Right now, they are focusing on preservation and prevention, and they are focusing on those spans for those reasons. P Groves asks when McCurry plans on getting the bids out. McCurry replies that they plan to put them out in late Spring. He explains that it is a fairly quick project and won't take too long, and that it is a small area for contractors to paint. Bridge painters around the region are used to painting over the water. P Groves asks him to explain what gusset plates are. McCurry explains that they are the steel plates that sandwich a diagonal or vertical steel at the point where they connect and is a very important element. He adds that some of them will need painting and so future projects will involve more and more painting of the gussets as they are a critical part of the bridge.

b. Legislative Update – Mark Johnson

- i.** Johnson opens with the Mission to DC that recently concluded. He and VP Lorang went to Washington DC on March 19th to March 23rd. He feels that it was very successful trip, and was in a whole week of meets and had some really good engagement with Federal Legislative delegation. He reminds the Commission that the Port's ask, this time, was very limited and was not asking for anything specifically but primarily focused on presenting information. He points out that the recently adopted 2030 Plan that [the Commission] adopted at the first meeting in January, was very well received in DC now that [the Legislators] can finally see some light at the end of the tunnel for being able to actually provide some Federal support for the bridge. The Congressional delegation is cheering [the Port] on and thanks it for being proactive. He explains that the 2030 Plan is related to Federal law that prevents the Port of Cascade Locks from being able to receive the Federal funding for the Bridge of the Gods, because the Bridge of the Gods is a toll facility. There is a component in Federal law that states that in toll facilities that receive Federal funding, 100% of those toll revenues need to remain with the toll facility for maintenance and operation. The Port traditionally uses toll revenue for economic development purposes and other things. What that means is that between now and 2030, the Port has to be very aggressive about developing some new revenue streams. The other thing that [the Port] is asking for was a heads up regarding the docks. The dock contract with ACL is in its final stages

and is on the agenda for later this evening. [The Port] has asked [the delegation] to be ready to assist with the permitting with the Corps of Engineers as it will be a process that the Port will have to go through to get permitting for the new docks as Federal folks know how to talk to the Corps of Engineering, as well as finding some funding sources for the shore power that is going to be in demand for those docks too, so that when the cruise ships are in port, they're not having either diesel engines, they can plug in and operate much more cleanly and efficiently. And there's a lot of money out there at the federal level for that kind of development right now. Johnson says that they had meetings with our entire congressional delegation. He explains that it is not often that they get to have face-to-face meetings with legislators, whether they're members of the House of Representatives or senators, but they actually had three, one with Lori Chavez-Deremer, who is the person that took over Kurt Schrader's former seat, our new representative that's across the river; And one with Representative Glusenkamp Perez, who took over for Jaime Herrera Beutler. Johnson informs that she actually lives in Skamania, so she doesn't live too far away from Cascade Locks which is a real benefit for [the Port] as well. He also mentioned that they were able to get a 15-minute uninterrupted meeting with Senator Merkley in a little office that he had just moved into, on the third floor of the Capitol building. All in all, Johnson states that it was a great experience and time well spent. He reminds the Commission that engagements like these are all about building relationships. It's all about so when you pick up the phone, or you write an email, they know who you are, and know what your issues are. And, they know who the Port of Cascade Locks is, and thanks to the Port for being proactive in trying to develop these kind of relationships.

- ii. Johnson shifts to the state-level for legislative updates and says that they are making some really positive progress in Salem, regarding funding to support [the Port's] seismic strengthening and analysis efforts. He adds that David (McCurry) has been very instrumental in helping [the Port]. He informs that he was just in Salem in the afternoon, and the plan right now there is that the Joint Transportation Committee is next week going to work on passing out the I-5 Bridge Bill, they think there will be a tolling component. Johnson informs that the State is going to try to spread some government-issued bonds over about five different billenia, so about a ten-year period. He adds that, although it's not a billion-dollar check, it's a commitment of a billion dollars over 10 years. P Groves interjects that he just attended the Region One, and the [billion dollars] is "that much of the cost", gesturing with his fingers a small amount. Johnson concurs, adding that the cost would be more towards \$7-\$8 billion. He continues on and says that the legislature is working on another bill that's going to involve the Burnside Bridge, the Hood River Bridge Replacement Project and [the Port's] request. Johnson informs that [the Port] was asked to submit a revised request today, specifying what [the Port] needs just for 2023. David (McCurry) worked on that and [the Port] submitted it. Johnsons says that he has been asked to come back a week after next and talk more about this. He adds that this would be unprecedented for the Port of Cascade Locks to be able to receive State-funding directly for the bridge. [...] emergency funds back in 2013 when the bridge was under a weight restriction. Having the funding that can help strengthen and preserve the bridge is a real milestone, and [the Port] is only going to be able to build on it. Once [the Port] is a project of record, then the states are going to want to come in and make sure we can get to the finish line. Washington is still holding sessions, so find out more about that. He previously spoke with Jeremiah (Blue, IGM) and recommends that [the Port] put together another meeting of the bridge committee sometime soon, because [IGM Blue] did not know

that the one stipulation Washington wanted to see was an intergovernmental agreement between the Port of Cascade Locks and Skamania County related to the bridge, to show some relationship and joint oversight that would give a way for Washington to use that as a pass-through for funding. C Caldwell inputs that, before he moves on to another subject, she understands that financing to keep the bridge operating and the seismic work is very important right now, but if there was any talk about the walking bridge. Johnson answers that there is broad support for the bike-ped crossing that she is referring to, however in order to add that feature to the bridge, the bridge is going to have to be strengthened.

- iii. The last topic that Johnson wants to speak about is the Oregon Park and Recs grant that he asked the Commission's permission to submit an application for, for the Bridge of the Gods Trailhead parking area. He got the request submitted by the end of March. He explains that the numbers he is working with on the application were the projected costs based off the projections that Darrin (Eckman) had made previously, and projected the total of hard costs and soft costs of about \$793,000. Johnson explains that, in the application, [the Port] had already received a \$25,000 grant to be obtained from Travel Oregon, a couple of years ago back during COVID, and then [the Port] just thinking about a gravel parking lot. Then [the Port] was able to do some hard work and through good relationships, was able to come up with the ARPA money through the State legislature. The Commission earmarked approximately \$350,000 of that ARPA funding for the parking lots are total of \$375,000. Johnson explains that, what that left then was a balance of \$418,000 to meet the projected current and soft costs, and that is what the application was for. He says that what the Commission is going to hear later tonight is that the actual hard cost is significantly less than projected, so that's a good thing. The review will happen on these applications in April and May. In June and July, for those who make the cut in April in May, are going to be requested to make a formal presentation, the advisory committee and then funding what happens sometime after that. The Oregon Parks and Rec received 27 applications for these local government grants and they believe they can fund about 13 of them. Johnson thinks that [the Port] has a very strong application, lots of support. [The Port] has strong support from CAT (Columbia Area Transit) that would like to provide transportation on the parking lot and obviously the Pacific Crest Trail Association is enthusiastic about, that we had a great very nice letter from Friends of the Gorge who believes it really dives in with their "Trails to Towns" program that they have, and Senator Bonham wrote a very strong letter support as well. Johnson adds that, since there are visitors here and also visitors listening, it would be helpful to provide a little history about what the parking lot is about. This was a key component of the conversation with the Forest Service about the multi-use trail system that got started clear back in 2005. Then it took seventeen (17) years for that trail system to finally get permitted by the Forest Service in 2022. But it's at such an absolute strategic location where the PCT enters Cascade Locks, you get the Gorge 400 trail that goes through there, again, that newly permitted trail system will start there and go all the way to the Wyeth area, basically. He prompts the Commission to recall that the Port had always committed to providing a parking area on this end, and the Forest Service is going to provide one on the other side. So, now what is being proposed is thirty-two (32) wonderful paved parking spots, asphalt, landscaping, lighting. And, of course, the board is also going to provide restrooms, later on. But in doing this, the Port is also going to tap into sewer, water and storm drainage and bring that infrastructure to the south side of the property, so that it can serve that extra twenty (20) plus acres that the Port has zoned as residential.

And I just don't think enough of the community understand that in addition to putting in a parking lot, the board's putting in infrastructure to support residential housing in Cascade Locks. Johnson comments that he just wants to throw that out there and thinks that it is great stuff. C Caldwell adds that when [the Port] really looking at bike trails, hiking trails as something that was very important for all of us back when Holly (Howell), something that we really found out that we didn't know until then, is that we have six trailheads right here in Cascade Locks, and there is no other community in the Columbia River Gorge that has what we have. C Caldwell thinks that some people are starting to remember how important those activities are going to be. Johnson agrees that it will be a very popular attraction, but whenever it's completed, it'll already be obsolete, because they'll be more [...]. But I do think it's important for the city to know that this is going to be really helpful to take cars out of neighborhoods and off of streets in the city, and the Port is providing this service.

c. Financial Report for July 01,2022 to February 28, 2023 – Melissa Warren

- i. Before Warren begins, P Groves asks her if the managers had gotten copies of their budgets. Warren responds that she and Todd (Mohr, Maintenance and Construction Manager) has had some conversation on his. And that Jeremiah (Blue, IGM) and Chuck (Mosher, Accountant) has seen theirs. P Groves asks about Brittany (Berge, Special Projects Coordinator). Warren clarifies if he is referring to the campground. He assents. His explains that there was complaint for a while that those weren't being seen by the managers. The reason he is asking that question is because [the managers] need to look at those so [the Commission] can see where they are with their expenses, and for the rest of the year. Warren agrees. P Groves continues that he expressed this to (IGM Jeremiah (Blue) as well. It is the only way the Commission will have a really good look at what the rest of the year is going look like for [the Port]. Warren begins by explaining that the reports are done from July 1st of 2022 to February 28, (20)23. When she did the reports a couple of weeks ago, there were still a few things coming in so she put them in March 1st so they do not affect the figures (in front of them). When the Commission sees March, they will hopefully have a better understanding of what they're seeing. The things that she would like to point out is that the property taxes have increased this year. [The Port] is up 106.27%, which calculates as \$282.00 up in property taxes, \$4,500.00 and received almost \$4,800.00. P Groves asks what the Port is paying (property) taxes on. Warren clarifies that she is referring to taxes received so the figures she just quoted is revenue in. The bridge toll at the end of February was it 63.77% of budget. The Port budgeted \$3,330,000.00 and [the bridge] is currently over \$2.1M. As of the end of February, Jeremiah (Blue, IGM) did ask for a figure for March but she had forgotten it and will have that ready in the morning. She continues to report that the leases, of course, are down a little bit, and [the Port] knew that was going to happen. Miscellaneous revenues is looking really good this year, at 91% already. [The Port] did receive that \$1.3M from the ARPA funds. And also have fireworks donations, too. Regarding grants, the Port budgeted \$5.2M, [the Port] is just over \$1.3M. She informs that she has a letter that states that the Port can draw down on the \$2.4M from the lottery funds, but the Port has not touched that money yet, so it does not show up in the budget, other than in the budget line. Warren moves on to expenditures. She reports that insurance is up this year. The bridge insurance is up \$17,676.00, Liabilities is up \$7,189.00, and the docks and Piers is \$970.00. She informs that the Commission will see next month in March, the insurance payments that [the Port] has been paying for moving the Sternwheeler back and forth to the Willamette River and back. Those (payments) are not represented here, but will show up later. The

Port's Advertising and Promotions budget is also pretty bad, it is over 150% of the budget, and that is mostly because of LoopNet, which is advertising online for the industrial park and that was not budgeted. She goes on to say that utilities were up quite a bit too, due to unforeseen Flex 6 building utility costs. She asks if the Commission had a chance to look it over before they came tonight. P Groves asks, that when they did the projections for this year for budget, they did not project any increase for incurrence or anything like that. Warren answers that the Port did, but not enough. C Stipan jokes about calling GEICO for cheaper insurance. Warren playfully answers, "Good luck!" VP Lorang points out that in her report, Docks and Piers are up \$970.00, he asks what the Port pays for insurance on the docks. Warren replies that she does not have the amount at the moment but can get the figure for him. VP Lorang says that that would be great. He comments that he would anticipate that if [the Port] is building new docks ... P Groves interjects that [the Port] is not building new docks, ACL is building the docks. VP Lorang clarifies that [the Port, specifically] may not be building them but [the Port] will be insuring them. P Groves contests that he does not believe [the Port] will. VP Lorang comments that that will be something that needs to be clarified. P Groves adds that it will be ACL's docks for twenty (20) years. Warren states that she will email them the figure tomorrow. C Stipan thanks Warren, especially also for answering his questions when he visited her office, earlier. He had a couple of questions and received his answers.

- 4) Consent Agenda (***) Consent Agenda may be approved in its entirety in a single motion. Items are considered routine. Any Commissioner may take a motion to remove any items from the Consent Agenda for individual discussion).
 - a. Approval of minutes for Commission Meeting from March 2, 2023
 - b. Ratification of bills in the amount of \$155,280.51
 - c. Approval of payroll for 03/03/2023 in the amount of \$66,550.80 and for 03/17/2023 in the amount of \$35,901.48

C CALDWELL MOVES TO APPROVE THE CONSENT AGENDA AS STATED; VP LORANG SECONDS; Passed Unanimously

- 6) Business Action Items
 - a. Approval of Recommendation for Award of Bridge of Gods Trailhead Parking Project – Darrien Eckman
 - a. Eckman informs that the document he will be referring to is not in the packet but he has copies for everybody. He introduces that project by stating that they started on the design work and permitting for this project almost a year ago, got the conditional-use permits through the City of Cascade Locks, and then proceeded with the final design plans and went out to bid. The project involves construction about 300 feet of city street, including curbs and sidewalks on one side. A similar length for sanitary sewer is being extended up the street, along with storm drainage. As Mark (Johnson) alluded to, these utilities that are being installed now along with the roadway are intended to be extended farther south on Harvey Road, as development occurs on the remainder the Port property. This development encompasses about an acre of the Port's more than twenty (20) acres of property. So, there is still a significant amount of land that's to be developed or can be developed in the future. In addition to the public roadway infrastructure, [the project] is going to need undergrounding part of the overhead electric and telephone lines that occurred in that northern portion or that the lower portion and construction of the parking lot. It started out as thirty-two (32) spaces as Mark (Johnson) mentioned, however it had to be trimmed down to thirty (30) spaces in order to stay within budget and the size of

footprint. It is a paved parking lot, and there's also concrete that has two (2) ADA accessible stalls, along with a concrete island or platform that will allow for installation in the future of a restroom facility or possibly a restroom/shower facility. The water, sewer, and sewer services will be stuck to that future building site, along with electrical and communications. The parking lot will have four (4) exterior lights for security purposes. And there's provision for landscaping and signage. On Tuesday of this week, he and the Port received a total of six (6) bids from interested contractors. The bids range from just under \$500,000 to \$872,000. The low bid was \$496,487.00 and the next bid was just right around \$549,000.00. There was a couple in the mid-\$600,000's, a \$714,000 and a \$872,000. Eckman informs that his estimate was just under \$619,000, so it is in the middle or maybe even at the lower end of six (6) bids. Of the bids, [Tennessee] did find some irregularities and omissions. Colf Construction out of Vancouver made a math mistake which we have the ability to correct. Basically, their actual bid value was \$3,000 greater than what they had written down on their bid packet. Colf also did not submit their Bidders Certification Statement nor their First-Tier Subcontractor Disclosure form that is required by the State of Oregon and acted by statute. Since they did not submit it, the Port must consider that non-responsive. James Dean Construction out of White Salmon or Bingen made a math mistake as well, and again, that resulted in their actual bid being about \$100 greater than the amount they claimed. So, we've corrected that. Duke Construction and Excavating which made the highest bid, made math mistake of \$0.50 over, their bid was actually \$0.50 less than what they had written down. However, Duke as well and did not submit the Bidder's Certification Statement nor their First-Tier Subcontractor Disclosure. So again, per State Chapter ORS 279, it must be considered non-responsive. All the other aspects of the four (4) remaining bids were in substantial compliance with the bidding documents, the lowest responsive responsible bidder was North Cascade Excavating, LLC, based in Woodland, Washington. Their open bid amount is \$496,487.10. They are registered in Oregon with the Construction Contractors Board. They acknowledge the one addendum that we did issue. They also submitted all the proper paperwork, including the bid, bid bond, certification and the other documents that go along with it.

VP LORANG MAKES A MOTION TO ACCEPT THE BID FROM NORTH CASCADE EXCAVATING FOR THE BRIDGE OF THE GODS TRAILHEAD PARKING LOT FOR \$496,487.10. C STIPAN, SECONDS; IGM Blue requests that motion includes where the fund is coming out of, that it is coming out from the ARPA funds. Eckman also adds that, as the deciding body, [the Commission] should also make a motion to correct the math error and consider Colf Construction, non-responsive, correct the math error and consider Duke Construction, non-responsive. **VP LORANG MAKES A MOTION TO CORRECT THE MATH ERROR AND CONSIDER THE BID FROM COLF CONSTRUCTION NON-RESPONSIVE, CORRECT THE MATH ERROR AND CONSIDER DUKE CONSTRUCTION NON-RESPONSIVE, CORRECT THE MATH ERROR IN THE BID FROM JAMES DEAN CONSTRUCTION. AND GIVE PERMISSION FOR THE PORT PRESIDENT TO SIGN THE DOCUMENT.**

- b. C Stipan asks if the math error from Colf Construction was \$300k. Eckman corrects him and says that it was \$3,000.00. Secretary Stocker requests that the motion be restated. IGM Blue proceeds to recite the motion:

CORRECT THE MATH ERROR AND CONSIDER THE BID FROM COLF CONSTRUCTION LLC, NON-RESPONSIVE. CORRECT THE MATH ERROR AND CONSIDER THE BID FROM DUKE CONSTRUCTION AND EXCAVATING, NON-RESPONSIVE. CORRECT THE BID FROM JAMES DEAN CONSTRUCTION, NON-RESPONSIVE. ACCEPT THE BID FROM NORTH CASCADE EXCAVATING LLC IN WOODLAND, WASHINGTON FOR \$496,487.10 FOR THE BRIDGE OF THE GODS TRAILHEAD PARKING PROJECT, TO BE PAID OUT OF THE ARPA FUNDS WITH THE COMMISSION AUTHORIZING THE PORT PRESIDENT SIGNING; Passed Unanimously

- c. C Caldwell asks if Eckman is familiar with the two lowest bidders and whether he has an opinion on them. Eckman replies that he is very familiar with Tapani Excavating, they have been around the region for decades. Eckman informs that North Cascade, the company the Port is awarding the contract to, is a new company and is an off-shoot of Atlas Mechanical. Atlas has been in business for a couple of decades, as well. North Cascade Excavating was licensed in 2021. Due to their newness, he was a bit concerned, so he followed up on them. They were asked to submit a qualification statement to us after the bids were received and they were recognized as the lowest bidder. Eckman says that he contacted four of the owners that they had worked for prior. One of them was the City of Woodland where they did a \$1.2M project, which involved sewer and water lines along with some road surface restoration. The other one was the City of Vancouver, where they did a \$270,000 water line project and \$590,000 sewer project. The water project was completed last spring, on-time and on-budget. The sewer project should be completed this next week, they are still on-time and on-budget. The other person Eckman contacted was a general contractor, Griffin construction, they utilized North Cascade, doing some of the site work at the Hood River Middle School project. It was about \$165,000 contract. Again, speaking with the project superintendent from Griffin spoke very highly of North Cascade. I also spoke with Underwood Conservation District they did about an \$85,000 grading project for the Federal Conservation District down in Bingen. And again, highly praised when the project was completed. Eckman says he also contacted [North Cascade's] bonding agent who's rights covers it if something should go wrong, and he said he's been their agent since their inception. He was also the parent company Atlas Mechanicals' agent, prior to that has had no claims made against North Cascade. Their bonding capacity at this point is in excess of \$10M. North Cascade informed that they were recently awarded a \$3.7M water line project for the City of White Salmon, which will be started this year and completed next year. And they also mentioned that they were awarded a \$1.6M project in the City of Ridgefield. Eckman states that he feels much better about them, after this research. C Caldwell asks, comparatively, if he would trust either company. Eckman answers that, based on the information that he has found, he believes that he can. C Caldwell replies that that makes her feel better. Eckman also adds that according to the State of Oregon, [the Port] needs to issue a Notice of Intent to Award and must give any bidders seven (7) days to file a protest if they feel that [the Port] chose the wrong bidder or that they were wrongly dealt with. Eckman says that he took the liberty of bringing an Intent of Notice award, and the Commission authorize the Board President to sign it, he can then issue [the notice] tomorrow and that begins the seven (7) day clock. He adds that the only other thing he would ask is that with this project there is going to be contractual documents that will need to be signed, and in the past the Commission has authorized the president at this point, to go ahead and sign whatever contract documents are necessary. C Caldwell asks Brooks, with (VP) Brad (Lorang) putting in the signature of the president (in the motion), would that cover this step or do we need do it separately. P Groves replies that he believes that they need to do a separate motion. Public Member Gary Munkhoff requests to ask a question to Eckman. He asks whether Eckman feels comfortable that [North Cascade] will be able to handle [the Port's] project plus the one in White Salmon, at the same time. Eckman clarifies that projects should not be running concurrently. One of their advantages or why they won't bid aggressively on this project was, it gets them closer to the White Salmon project. The White Salmon project won't start until July. They're hoping to start this project just as soon as the bid protest period expires, and all the contractors [...]. [Tenneson] provided a seventy-five day construction window, which should end about mid-July. Eckman adds that, in talking with [North Cascade's] references

or the other communities that have used it, they've been very responsive and timely with their construction.

C STIPAN MAKES A MOTION TO AUTHORIZE THE PORT PRESIDENT TO SIGN THE NOTICE OF INTENT; VP LORANG SECONDS; Passed Unanimously

- d. Eckman states that the other motion would be that [the Commission's] authorizes the Commission President to sign any contractual documents associated with the project.

C STIPAN MAKES A MOTION THAT ANY OTHER CONTRACTUAL DOCUMENTS TO BE SIGNED BY (THE COMMISSION PRESIDENT) JESS; C CALDWELL SECONDS; Passed Unanimously

- e. C Stipan adds that he likes the idea that it was left open for the extra acreage. Eckman explains that it makes for good planning. Naturally, the storm drainage pond is large enough that it will accommodate all that the storm drainage from the rest of the development. And the sewer line is more than large enough. And the water run-off that went into the water reservoir as well. So just the cost of building the road at this point. C Stipan comments that he has seen a lot of water that goes down that road. Eckman points out that they will be picking that up and going through the pond and kind of attenuating the piece.

IGM Blue brings to the attention of the Commission that Agenda Item 5 was skipped.

5) Commissioner and Sub-Committee Reports

- a. C Bump states that he is good to go home.
- b. C Stipan reports that the Museum recently held a "Prom Night" on Saturday, April Fool's. According to Janice (Crane, Executive Director) the fundraiser broke even on what they paid and what they wanted to make for the museum. Stipan comments that it was a successful event and that there is a lot of interest for a future event such as that. The museum would like to continue to do fundraisers and benefit the community with these types of events.
- c. C Caldwell states that she does not have anything that she can think of. She comments that she loves the work that's going on, on the boat and in the Visitor Center. She thanks the staff and Jeremiah (Blue, IGM).
- d. VP Lorang states that he does not have a whole lot to report. He was in DC and they did a lot. He states that (Mark) Johnson did a great job of facilitating all of it. They did a lot of walking, and adds that there is never enough time to see the museums, and even when there was time, they were too tired and just went back to the hotel room. He continues to say that they had really good meetings with all the legislators. The big thing was the 2030 plan and the steps that [the Port] is taking towards possible bridge funding, the seismic strengthening, and the goals of the Port, as well as alluding to having a plan for getting to that 2030 goal. VP Lorang informs that they met with Sonya Baskerville from BPA (Bonneville Power Administration) and asked her about the potential RoundHouse situation and whether that scenario could actually increase our electrical rates. He says that she was not completely committal but responded with a "maybe". VP Lorang felt that was an interesting conversation and comments that [Baskerville] is a wealth of knowledge and has met her before during previous Mission to DC's. He summarizes by saying that it is always interesting, always a lot to be learned, a lot of good relationships formed with people from PNWA (Pacific Northwest Waterways Association), and great information on stuff about things that are going on in our region that impact us. C Caldwell asks how the NW reception went. VP Lorang replies that the "Taste of the NW" is always packed. He mentions that there a lot of young people there and a couple of hundred people are packed into the room. There were plenty of Northwest beers and ciders and things from up and down the Gorge. P Groves adds that it was unfortunate that they could not get

the Pfriem beer there. VP Lorang comments that they were assured that there was going to be plenty of other things so [the Port] did not have to spend \$30,000 to ship a few cases of beer. P Groves comments that that's expensive beer. VP Lorang agrees that that would've become for some pretty expensive beer. P Groves says he wanted to expand on something that VP Lorang said, when he [and the City] had met with the BPA, the only thing they mentioned that would raise the cost of power that we would have to purchase in the open market. So, if the power goes up in the open market, it will go up not just for us, it will go up for everyone. VP Lorang adds that one good thing [Baskerville] did have to say in her talk, she spoke about the state of power in general and the state of BPA, was that, probably because of all the rain this year, that they are up by over about 20%. They are doing quite well and are anticipating possibly a rate drop for all consumers to BPA, possibly 2%. He comments that it was some good information as the dam is a renewable resource, and as long as the river keeps flowing, so will the power, hopefully.

- e. P Groves reports that as far as he is concerned, the main meeting that he was at this week was the Region One Act board, which makes the decisions on spending money for ODOT for Hood River, Multnomah, Washington and Clackamas counties. They have been talking about some of the STIPS that are out there for work. The STIP process is about three years, where they figure out what and how they are going to spend the money and what's going to happen. He states that it is kind of a big deal. They are always wrangling for money for, Hood River County and Cascade Locks. And that's part of his job. Recently, in the meeting before, they awarded monies for some transportation folks, like TriMet and the CAT (Columbia Area Transit) bus. P Groves pointed out that about three or four years ago, ODOT was running the bus, in and out of Portland and up the Gorge and they turn that bus over to the CAT program. So, the CAT program that you see come through town here all the time, is running that bus service. For whatever reason, the person that's running the CAT program did not show up for the preliminary meeting, so we did not really get ourselves on the list. So, when we had our regular meeting, myself, and a couple of the other members from Hood River County, made sure that the CAT program got on the list for monies. These monies are coming from the 2017 Legislative action. I think Mark (Johnson) was still in the legislature when that passed. P Groves asks Johnson how many years do they still have on that. Johnson answers that it is still going on but he knows that they are planning a 2025 Transportation package. P Groves points out that things that affects the people in Cascade Locks, is his concern. He states that he just wants to say very briefly quickly here, that they are talking about tolling the roads in Portland, one toll facility will be at the end of the Banfield, where it goes up into the Rose Quarter. And then the other one will be on the Abernethy Bridge. The complaint from everybody, including him, is that people will leave the freeway during busy times and goes off on the side roads. He comments that he does not see it that way, but what he does see is a way for ODOT to make some money. He continues to explain that [ODOT] is also talking about tolling the new I-5 Bridge that crosses the Columbia River. So that will be three (3) tolling facilities. For those that have lived on the East Coast, tolling is no big deal. Every roadway has a toll fee, so Oregon is just starting to try to get into it. And we just found out recently, Oregon is working with the Feds, and we can get toll credits. But we have to make a program because Oregon does not have a program because we never had tolling, except for the Hood River Bridge and [the Bridge of the Gods]. We are private, basically. We are government but we are private. So, these tolling credits are a big deal because [the State] can take those credits and store them with the state and use those for doing work on the bridge in the future. So, it's really a unique opportunity to do that. P Groves thinks it would behoove the Port to go ahead and do that. C Caldwell follows up with saying, with (President) Jess (Groves) being on this Region One Act committee, that he is also in sub-committee. And so just for [everyone] to understand that,

when he goes to his ODOT meetings or meetings concerning that in Zoom meetings, he has to go out and drive around and look at all the sites, and all of these things that he gets involved in. C Caldwell states that she just wants people and would like it to be reflected in [the] minutes, that there are areas and times that [P Groves] is out doing work, it's not Zoom meetings, he's out doing the work of that particular committee. She would like to make sure that that gets said. P Groves adds that he would like to say that whatever happens here in the future, that he has spent his time on the Port and has literally put in thousands of volunteer hours, thousands. And some of those hours were sitting on these committees. He states that he is on the Board of Directors of PNWA. He did four (4) years on a salmon recovery for NOAA Fisheries. He informs that, "In order to be represented and to represent your community, you have to step up and do these things. So just be aware of that as we move forward in the future. It's super important, going to Salem, going to DC, making sure we were talking to our legislators. When you're a small community like [Cascade Locks], we grew up here, we went to high school here, and so did (Commissioner) Dean (Bump), when you're a small community like us, you really have to work at making sure you get your fair share". C Stipan thanks P Groves and also thanks many people in the room such as staff and Albert Nance, Gary Munkhoff, Brenda Cramblett, as well as Caroline Lipps, Rachel Najjar and to the people that starting to really focus on the priorities in this town. He states that it is a benefit for everyone that we collaborate on these things and the more that we can collaborate and try to substantiate the things that are happening, the better reaction [the Port] is going to get from the people, and the people will want to be here and will want to support the Port, and support the town and bring their business here. He again thanks the public for joining the meeting and wants to compliment the people who are stepping up. P Groves reflects that in the last election, how many people ran for the Port. He answers, "Two", indicating himself and C Caldwell. He adds that the two of them were not even going to run. He also points out that the City Council was [...], so everyone was appointed, no one was elected. He comments that that's changing and that's not a bad thing.

6) Business Action Items

b. Approval of Gorge Canoe Club Lease for Incubator Space

- a.** P Groves first off asks if the Commission has seen the lease. C Stipan states that it is [in the packet] now but did not see any recommendation on how to approve the lease. He comments that the only thing that worries him is that Todd Mohr has a bunch of stuff in that place and where is he going to put that stuff. Mohr jokingly answers that they should have all gotten the memo that they are supposed to clean out their garage. C Stipan comments that he loves the incubator space and wants business in there but the Port needs to do something for Todd Mohr. He adds that he has seen the containers but that is not going to help Mohr. Mohr responds that it will not help with the vehicles. C Stipan agrees and follows up that [the Port] wants to keep the vehicles safe because if they are out there it is going to get torn apart. P Groves concurs but states that the Port does not want to get themselves into another situation like they did with TIB (Thunder Island Brewing). What was supposed to be for six (6) months to start off with, then became a couple of years. He advises that they let [Gorge Canoe Club] utilize the building, even though he agrees with Mohr and C Stipan, and he knows that the Heukers are fixing up the old fire hall. C Stipan comments that he thought it was a condemned building. P Groves states that Heukers are doing a lot of work to bring the building up to code and they will be able to rent the building. He continues with saying that people can go into the building and rent it for private use but there cannot be a bunch of people there. C Stipan requests to say one more thing about the Gorge Canoe Club, that he loves them, loves what they're doing for the town. He wants them to grow and expand because their social media is

radical. He loves it and loves the way they do things and so he wants them in that space. VP Lorang comments that what he said sounds like a motion and asks if (C Stipan) is making a motion. C Caldwell asks if they need to make a motion first if there is one area that she is not clear about. VP Lorang answers that they need to make a motion, and then they can discuss it. He explains that technically, [the Board] is supposed to make the motion because it frames the discussion.

C STIPAN MOVES TO ACCEPT THE LEASE FROM THE CANOE CLUB TO BE IN THIS INCUBATOR SPACE DOWN THERE IN THE PORT PARK; VP LORANG SECONDS; Passed Unanimously

- b. C Caldwell really agrees with (Commissioner) John (Stipan) and Todd (Mohr) that as someone who is the maintenance supervisor that needs what he needs as well, that should be [the Port's] priority. She absolutely says "yes" to that. But at the same time, Val (Stepanchuk, Gorge Canoe Club) reminds her so much of Kerry Poe who brought sailing to Cascade Locks. She remember working with Poe for years and, looking at what's happened to sailing, she feels like it is the very same thing with what [Stepanchuk] and their group is doing. She does have a concern, after working with Thunder Island Brewing, which was the Port's very first incubator space that Jess and she felt was a great idea. [The Port] opened up a building that they had never opened up, had an incubator space and she feels like they have learned a lot from that. She reflects on starting something and doing things through the experience we've learned. Under the Permitted Use where it says "Tenant shall use the Leased Premises for canoe club activities, a gym, (which C Caldwell states that she likes) and a bike rental and repair activities (which she also states she likes)", she does not know what a "small café" means because, personally she would hope that they stick with the gym if they want to have water or coffee, they're available to people are given some kind of refreshment, but she really does not want to see a café or that there is outside use, and wants [activities to stay] within the building. IGM Blue informs that [GCC] is not leasing any exterior space from the Port besides the parking spaces. P Groves interject that neither did TIB. IGM Blue replies "Fair enough" and informed that the intent is that there will be water and coffee and snacks for people in the gym, and what [GCC] called "pastries". C Caldwell asks if it is just for the people inside and not for the general public. She admits that she did not read through the whole [lease agreement] and asks if that what is stated in our lease. She comments that it is one thing to tell [the Port] that they are going to plan on doing that and feels that [the Port] needs to have some kind of documentation that actually says that. C Caldwell turns to Brooks for his input. Brooks explains that it is usual practice not to get into that level of detail about the particular use of [...] space and more sort of categories of use. [The lease] describes their category doesn't state [...]. C Caldwell then asks if there is something stated in the lease, where if [GCC] wants to increase something, such as expand or increase, do they need to talk to [the Port]. Brooks replies that [the lease] defines the permitted use, then later says they can use the space only for that permitted use. Anything beyond the permitted use will not be within the scope of what has been drafted. P Groves inserts that he has no problem with what sounds like their intentions are, but the word "restaurant" is a pretty big word and there are a lot of meanings to it. C Caldwell adds that it is the term that is used there. She reiterates that they can have snacks and water coffee, and follows with stating that with TIB their contract was originally a "tasting bar". Brooks states that it does not seem to be drafted in here now. If the Commission needs or wants to add these specifications, [the lease] would need to be drafted differently than it is now. C Stipan comments that every Commissioner should ask the [Port] manager / interim manager and the lawyer, and both of them, [regarding] this lease, are good with it. C Stipan adds that "I

know Val (Stepanchuk) also, and I think that the crew is amazing. When I see Thunder Island Brewing up on WaNaPa; their big, beautiful building and eat there, I don't drink but, to have people enjoy and friends of mine come from Portland and meet at the brewery. So, I think this is another stepping stone, letting people in, let them do their thing. And we'll let Commissioner Caldwell police it. How's that?" C Caldwell replies that it's not that she wants to police it, but she knows that there is not a lot of spaces available for new businesses. And that is something that [the Port] really worked on years ago to make sure to get [businesses] in, that can't and that needed help to get started. But she also sees where, they as a commission are also saying, we need to, in getting off tolls, we are going to need to be using our park more. [The Port] has an event coordinator that has really looked at House 3 as a wedding venue. And it is really important to her that, for the Port funds that need to keep being increased, that we do not get into problems between the Port-needed things like wedding events, combined with an incubator space. She just wants to make sure that they are not allowing things that can stop the growth of what the Port needs to do to increase finances. P Groves gives his point of view, saying that [the Port] created or helped create TIB, which [the Port] was happy to do, not so much for the length of time they did. The Port put about \$300-\$100,000 at least into that project and in different ways. Whether it be staff time, attorney time. And what happens is, the other business in town look at us and say "What are you going to do for us?" C Stipan then comments "Then let's try to do something for them." P Groves replies "Whatever, but you hear what I'm saying." C Stipan states that comments that these concerns are predictable and not predictable, but in the meantime, he suggests taking action. P Groves remarks that he has no problem taking action, but he wants the Commission to really consider whether it is the better or right option. He points out that the question is if the Port wants another café in town to compete with the ones that we already have. C Stipan points that, White Salmon has many different establishments and he talked to the owners of those places and they said that it helps the community thrive. P Groves asks to keep in mind that all of a sudden [the Port] had cars parked everywhere so they lost the use of House 3 during that period of time. VP Lorang disputes that he doesn't think that the Port will have that problem with the canoe club unless they become the canoe club with a distillery. C Stipan points out that Public Member Brenda Cramblett has a question. Cramblett asks whether alcohol will be allowed in there. P Groves replies that he does not believe so. Cramblett asks whether "no alcohol" is stated in the lease agreement. P Groves replies that it does not state "no alcohol" but they are not permitted to do so. IGM Blue adds that [the lease] does not prohibit it nor does it allow. P Groves states that he is in favor of this and mentions that he likes Val (Stepanchuk), and Val has taken his grandsons how to canoe and things like that, he's a good man and had brought this up to him, a year ago. Stepanchuk had asked about the Heuker's building up on main street. C Caldwell adds that it would be a great building for them, possibly in their future.

c. Approval for Connex Storage Containers – Todd Mohr

- a.** Mohr opens with a reminder that there is only \$45,000 committed to this job in the budget. We have spent \$5,000 on rock. This request is to give him the okay to buy the containers. Mohr informs that he has gotten three (3) bids that ranged from \$14,560 to \$22,422. P Groves asks whether he intends to buy them rather than leasing or renting. Mohr replies that he does unless the Commission has a more long-term solution, since by the Port leases them for three (3) years, the Port might as well own them. P Groves points out that that was what he wanted to hear Mohr say. Mohr explains that costs are not going to get cheaper, and actually it went up and then now we've waiting to find out. P Groves states that [the Port] received \$2.4M through the legislature towards business park. Those

containers can be bought by that \$2.4M. And we can also, Melissa (Warren, Accounting Specialist), also brought this up earlier about one of advertising some of our space out there, I believe that would qualify to come out of that money. He is sure that Mohr's budget, does not have that much money in the budget. Mohr replies that his budget does not, then light-heartedly adds that if [the Commission] wants to put \$2.4M into his budget he'd be more than happy. He states that he based his [request] on what was allocated to his knowledge out of the budget, which was \$45,000. After he purchases the connexes, he will be coming back to the Commission with three (3) bids for fencing, if that is okay. P Groves advises that they need to start on it, as they are on a time clock with the \$2.4M and they need to start a lot of other projects. Mohr points out that there is also a space conflict, as well. P Groves teasingly says that Mohr has a big yard, and he could put stuff there. Mohr replies that if he starts putting Port stuff in his yard, chances are, they will become "Todd's Stuff". Returning back to being serious, Mohr states that the lowest bid is \$14,560 and specified seven-foot by six roll-up doors, so that they can be used more efficiently rather than just being one long container. C Stipan asks if there will be a way to protect them once they are in the park. Mohr replies that the intention is to put a fence around them. C Stipan comments that the more he hears the things that are going on in the park and the criminality, he just wants to be sure that if we get these, they're going to be ... Mohr remarks that it is not a place where they will want to park vehicles because it is too secluded. He asks if the Commission knows where it is going, in the corner of Lot 6. P Groves adds that people will still have to walk in there, too, right? Mohr confirms, unless they break through the gates. P Groves explains that it will be located on the new road by the railroad track. C Caldwell asks if there would be room to put the vehicle in between the two containers. Mohr answers that the vehicles could go out there, but he would rather not. C Caldwell asks if there is no way to protect them. Mohr replies that not unless they are in a building. P Groves concurs, and comments that it is just the location, because it is in the middle of nowhere. Mohr adds that there is no electricity to it, although that is a possibility but that would be more money spent. At the moment, the plan is just two (2) connexes with a fence around it. P Groves states that they will need get some power out here, eventually. Mohr informs that some of the things they are still intending to put there are the plows because right now they are in Flex 6, two (2) plow heads, the sander that is up at the tollhouse. C Caldwell asks about the \$18,500 quote she sees in the report and wonders if that is for each [connex] or for both. Mohr explains that that was for both, but was the estimate before he got the updated quote, today, so his suggestion is for an approval for \$14,560.

C STIPAN MAKES A MOTION TO GET THESE CONTAINERS FOR \$14,560.00 AND PLACE THEM WHERE TODD WANTS THEM TO BE PLACED, EACH CONTAINER WILL BE PUT IN CASCADE LOCKS FOR THAT COST, \$14,560.00; VP LORANG SECONDS; Passed Unanimously

- b. P Groves asks whether Mohr is going to pave. Mohr says that there is no money to pave. P Groves replies that he just told him where there is money, Mohr just can't have \$2.4M. Mohr answers that he has to be directed by [IGM Blue]. P Groves asks if Mohr will be coming back with a total budget. Mohr says he will once he knows [the exact details]. C Caldwell asks if the containers will look like the one presented in the report. Mohr comments that the containers will only have one (1) roll-up door whereas the picture has two.
- c. Mohr also brings up that the Port typically spends about \$25,000 each year for paving. This year, they got paving done all the way down to House 2 that's been their target road, the west part of Portage Road. This portion, he believes, is 240 lineal feet and is also to do

some major repairs. He informs that they are just finishing up Tollhouse (Road), as in the last year there were three (3) sewer failures. In the midst of the [sewer] failure in House 3, they had to cut a pretty big hole in the basement and going through the winter. [...] before the winter, it's probably even more that part of the road is already in dire need and so now there's a big portion of it that's need to be cut out and replaced. This bid is to do that. Don Schott from Checkered Flag (Asphalt) is the only one that met with him, everyone else he contacted, their voicemails were full. He comments that that has been very typical of the Gorge and paving. He knows of three (3) pavers in the area and has not received a return call. Checkered Flag has done several jobs for [the Port] and has done a very good job. P Groves points out that they haven't fixed the bump at the Oregon-approach end of the bridge, or maybe it is something that can't be fixed. Mohr says that he can have them look at it when they are here. IGM Blue wants to point out that item was not on the agenda and suggests that it can brought back in the next meeting. He suggests that the Commission either table this and bring it back at the next meeting and use this [discussion] as an informational piece. If [a Commissioner] wants to make a motion, [the Commission] probably could, but IGM Blue comments that they will most likely see it at the next meeting. Mohr emphasizes that it needs to be done by the end of this summer. P Groves agrees and states that it would have to come out of [the Port's] general budget. C Stipan asks if the cost will be \$25k. Mohr answers that it will be \$24,300. P Groves brings up that during the last meeting they had with Four Treaty Tribes, it was mentioned that they received a pretty good sum of money to use on the Inuit sites. They have been working on the one down here and cleaning it up and stuff. P Groves asks whether [the Port] has checked to see if they are willing to pay for [the paving]. IGM Blue replies that they have made no progress on it. Mohr comments that he has secretly plowed there before and there is not much pavement down there. P Groves comments that if [the Four Treaty Tribes] were going to get money, if they could pay to pave from where [Mohr] needs it to their line. P Groves responds that he cannot remember the name of the person from Umatilla that they can contact. IGM Blue will look into who the contact will be. P Groves remarks that if [the Port] can get them to do that, it would be great to pave the rest of that. Mohr comments that he doesn't think that they are going pave our area. P Groves points out that they use it. P Groves remarks that he doesn't think that the Commission needs to table [the discussion], it can be brought back up at the next meeting.

- d. Approval to remove Olga Kaganova as a bank signer for Columbia River Bank / Umpqua Bank – Melissa Warren
 - a. P Groves comments that he finds it hard to imagine that someone who does not work for the Port cannot taken off the card. IGM Blue explains that a motion just needs to be made on that.

C CALDWELL MOVES TO REMOVE OLGA KAGANOVA AS A BANK SIGNER FOR COLUMBIA BANK / UMPQUA BANK; VP LORANG SECONDS; Passed Unanimously

- e. Approval of Purchase for Marina Pump-Out Station – Jeremiah Blue
 - a. P Groves ascertains that the Port received a grant for that. IGM Blue answers that the grant will cover 75%, so [the Port] will pay for the whole thing upfront and then the marine grant will reimburse 75%. IGM Blue reminds the Commission that they previously voted on this and selected a vendor as part of the process to apply for the grant was to already have been picked out who did contractor was going be. It takes six (6) weeks for it to be built so they're just waiting for having it installed. The request is for a motion to purchase materials from EMP Industries for the completion of the pump-out replacement for the amount of \$28,351.13.

C STIPAN MAKES A MOTION AS STATED; C BUMP SECONDS; Passed Unanimously

- b. P Groves asks if that is installation dollars. IGM Blue answers that it is and essentially includes whatever it takes to get it in.

P Groves requests that the Commission move to Business Action Item i, and have Chuck (Mosher, Accountant) come up and do his report.

- i. Adopt Resolution 2023-1 for Budget Adjustment for July 01, 2022 to February 28, 2023 – Chuck Mosher
 - i. P Groves starts off by asking Mosher whether the Commission needs to do a resolution to do a budget adjustment. Mosher answers that it does. P Groves asks what ORS (Oregon Revised Statutes) that would be. Mosher replies that he doesn't know of the top of his head. Brooks speaks up to say that it is in the local budget law. P Groves inquires if Mosher had a chance to look at it, as he is aware that [the Port] has to have a resolution to do a supplemental budget. P Groves turns to Brooks. Brooks advises that [the Commission] should do it by resolution. P Groves checks that [the Port] will be using ARPA money to make up the differences on the Sternwheeler. Mosher concurs. C Caldwell confirms that it is presented in the resolution that what will be transferred from ARPA funds and reads out "the engine keel coolers, consulting, insurance, PVA membership, and property taxes. And cleaning services. For a total of \$345,350.06." C Stipan asks whether Mosher received his answer for his question in item 5 on the report, regarding the new vehicle, and whether the Commission would like to move the money from Vehicle Reserves or from Contingency. Mosher replies that he has not. C Stipan turns to IGM Blue. IGM Blue states that he assesses that Vehicle Reserves would be advisable. P Groves asks if this is in regards to [the maintenance's] dump truck payments. IGM Blue affirms that it is. C Caldwell reaffirms that [the maintenance dump truck payments] will not come out of Contingency. IGM Blue restates that it will come out of Vehicle Reserves and will be reflected in next year's budget. VP Lorang comments that he assumes that they just have to state [...] and where they come [...], rather than each line item. P Groves comments that it is all written in the resolution, so the resolution itself will cover ...

VP LORANG MAKES A MOTION TO APPROVE RESOLUTION 2023-1, THE RESOLUTION TRANSFERRING ALLOCATIONS IN THE 2022-2023 BUDGET. THIS RESOLUTIONS IS \$345,350.06 FROM ARPA FUNDS, \$432,604.13 FROM CONTINGENCY, AND \$138,400.65 MOVING IN MATERIALS AND SERVICES. THIS WILL LEAVE THE ARPA FUND WITH A BALANCE OF \$954,649.94, AND THE CONTINGENCY FUND WILL BE AT \$474,706.87; C CALDWELL SECONDS; Passed Unanimously

- ii. P Groves ask whether this is transferring the ARPA funds into Contingency. Mosher answers that they are taking ARPA funds and putting it into those line items to pay for the things listed. P Groves asks that the reason he is asking is so that [the Port] makes sure that they keep the Contingency up, too. Mosher agrees.

IGM BLUE MAKES A CORRECTION TO THE RESOLUTION NUMBER TO 2023-2; VP LORANG AMENDS HIS MOTION TO RESOLUTION 2023-2; C CALDWELL AMENDS HER MOTION TO MATCH BRAD (LORANG, VP).

- f. Approval Merina+Co Accounting Consultation – Chuck Mosher
 - a. P Groves comments that the reason he wanted Mosher to come up is because one of the line items talks about Merina(+Co). He asks Mosher if [the consultants] have been really helpful to him. Mosher replies that Merina(+Co) has been top-notch company for auditing and for doing the budget. P Groves turns to Melissa (Warren, Accounting Specialist) for her opinion. Warren answers that she has visited with them but hasn't seen their work yet. P Groves asks where is or how far is [the Port] from getting their audit. Mosher sent Matt

(one of the consultants) some more documents. P Groves admits that he is aware that there are some things holding it up and that [the Port] is working on it. He appreciates that. IGM adds that in one of the tasks for Merina(+Co), they will have the 20-21, 21-22 and budget all completed by June 30, which will be nice to be able to show some of the stakeholders that are interested in where [the Port] is with [its] audit. This is exactly what the stakeholders were asking for: give them a timeline, show them where [the Port is] at, and show that the people who are going to be doing the work, are doing the work . C Caldwell asks if the budget committee work on our budget after June 30. IGM Blue replies that the budget will happen before June 30 and [Merina+Co] will be there to assist the Port all the way through the process. They will be with [the Port] all through the process, through the budget committee, through the creation of the budget, through the adoption of it. C Caldwell wonders if there was the ability to have a period of time before we have to submit the budget to the State, like we had to do two (2) years ago, where [the State] give some time for [the Port] to put something together to see what the budget could look like, but wasn't set in stone yet. Warren states that it still had to be done by June 30. P Groves recalls that, at that time, [the State] allowed a shorter version of the budget (because of COVID).

- b.** C Caldwell restates that [the Port] will work a working hand-in-hand with the budget committee and Merina(+Co). C Stipan interjects that, in an attempt to do his due diligence, he called the company and could not get ahold of anyone. In reference, C Stipan states that Matt (Apken, Managing Consultant) has an 801-area code which is out of Salt Lake City, Utah. C Stipan asks whether that is where the company is located? IGM Blue and Mosher answer that they are in Tualatin. C Stipan suggests that if anyone wants to contact Merina+Co, not to call the 503-723-0300 number because no one will answer. P Groves comments that the man that is the owner of that company did a class at the Special Districts (conference). C Stipan points out that he tried to get ahold of each and every one of them, and he was not able to reach anyone. IGM Blue comments that he has also their cellphone numbers, if they would like to reach out to them. P Groves adds that [Merina+Co] was highly recommended to [the Port] by Special Districts and they accepted that recommendation. P Groves feels that it is a pretty good expenditure as [the Port] really needs to get control and need to start on a path of how [the Port] is going to get off bridge tolls and things of that nature. IGM Blue gives an overview of what the Port will be making a motion on, the scope of work which is to include: assisting in coordinating and preparing the Port's budget for the 2023-24 fiscal year; assisting in the completion of the Port's audit for the 2020-21 and 2021-22 fiscal years; performing an initial assessment of operational wants and needs with the General Manager; based on initial assessment, developing priorities and a detailed work plan for basic finance and accounting functions of the Port in support of day-to-day operations; and assisting in the implementation of the detail work plan. IGM Blue explains that if [the Port] were to lose Chuck (Mosher, Accountant), the Port would still have plans and procedures and processes in place that we could train someone else. VP Lorang comments that he does not see a dollar amount. IGM Blue replies that it is a total of \$66,500. On page 36, the Commission will be approving three (3) tasks: Task 1: Budget Assistance, Task 2: Audit Assistance and Task 3: Operational Assessment, Work Plan and Implementation. That will be a total of \$66,500. IGM Blue adds that Merina+Co is already doing work for the Port, as the Commission already approved it back in November. That was for them to come and take an assessment of what we are currently doing and what they think they can do for us, and what they presented to us is the scope of work. P Groves asks if this money is coming out of the budget. VP Lorang replies that the Commission just moved it (out of Contingency).

VP LORANG MAKES A MOTION TO APPROVE SCOPE OF WORK BY MERINA+CO IN THE AMOUNT OF \$66,500.00; C STIPAN SECONDS; Passed Unanimously

- c. P Groves asks where the money going to come from? IGM Blue answers that it will come from Contingency and that it is in the Resolution (2023-2)
- g. Approval of American Cruise Lines (ACL) Lease Agreement – Jeremiah Blue
 - a. P Groves begins by stating that the Port has been working on this lease for sixteen (16) months. On December 17, 2021, the Commission by a vote of four to zero because Mr. Stipan was not there that night, to actually do this. VP Lorang clarifies that it was to negotiate not to decide on. P Groves claims that the motion did not say to negotiate. He recaps that [the Commission] made a motion and has been negotiating this [agreement] and adds that the motion is stated out but it is not in the motion but it is on paper. He says that all the while the Port has been negotiating, [the Port's] attorney has been involved, and the attorney is here, to not have an opinion or anything, but to make sure that we are protected in the contracts and things that [the Port] writes. P Groves addresses Public Member Carrie Klute, and comments that he is trying to remember the questions she had. He explains that [the Port] has a dock that needs work. When the dock was being used by AWI, [the Port] put like \$300,000 into the dock. AWI never paid the Port to use the dock. They also did not pay to use the building. Or the parking. It is not an uncommon thing for people to pay to use the dock. What has been negotiated in the contract is, as long as the Port is running the [Sternwheeler], it does not have to pay. VP Lorang interjects that the Port cannot run the boat and [the Commission] has discussed that. The Port cannot viably operate the Sternwheeler without losing money. [The Port] nearly went bankrupt the last time. VP Lorang comments, "We think we're all smarter now. I doubt it." P Groves remarks that is [VP Lorang's] opinion. He adds that [AWI] is a company that just made about \$30 million over sixteen (16) years, so "don't tell me the [the Port] can't make money." He turns back to Klute to address her questions. He consults Brooks for confirmation, that he believes that [regarding the Sternwheeler during the off-season], [the Port] negotiated that they had to move the boat. He asks what would [the Port] do with it. VP Lorang replies that it is still in the contract. Brooks answers that there is something stated about being required to move the boat during certain conditions. P Groves asks, "What are the conditions?" Klute replies "Between October and April, so during off-season, unless you are operating with ten (10) passengers or more, between those months. C Stipan informs that it is stated in Section 6.2.3.1. P Groves comments that regarding that stipulation, he does not like it. He had thought that they address that, but maybe not. Brooks confirmst that (Commissioner) John (Stipan) is right about the section. P Groves states that he has had some pretty good luck working with ACL and negotiations. I heard Todd (Mohr) had some issues with the sewer pump system and he states that it is in the contract that [ACL] can only pump sewer at night. Mohr interjects that is not the problem. P Groves asks what the problem is. Mohr explains that the (sewer pump) system needs to be redone, now. P Groves points out that that goes for everything [in the Visitor Center], not just ACL. Mohr agrees that it does, but expresses that P Groves is talking about taking a system that is already having trouble and adding that much more [to it]. P Groves explains that he believed the trouble that was happening was grease going down into the system from the restaurant. Mohr confirms that grease was a big problem, but he doesn't see any of that going away. At some point, the engineers will have to take a look at what is really going on and what it is going to cost [the Port]. He does not see any money in the contract that cover any of that. VP Lorang comments that the \$2,500 a month is not going to cover the expenses that the Port is going to incur. P Groves remarks "Brad, they're

paying for the frickin' docks! \$3M for the dock!" VP Lorang replies, "Yes! Which they are going to use and we're not getting any money out of that." P Groves adds that [ACL] is giving us the dock to use. VP Lorang interjects, "Only if we run the boat ourselves. If we don't run the boat ourselves, then they will charge us." P Groves replies that [ACL] will not charge [the Port], [ACL] will charge whoever uses it. VP Lorang disputes that he believes the contract states "landlord and lessee." Brooks clarifies that it stipulates that it will charge the landlord who reserves the right to pass it on to the operator. P Groves states that he has done some research on this, and [ACL] is dropping about \$7.00 a person to come into these communities, this equates to over \$100,000 in the local businesses. And they're not driving cars, they're not using up our parking or running up and down our streets. VP Lorang points out that the \$10,000 that the guests pay for the cruise includes all their meals. P Groves asserts that he is just saying what he has been told. They have heard it in meetings, at PNWA. He emphasizes that the museum will be receiving a \$1.50 for everybody that is on the boat, which is going to amount to over \$18,000 in a year. He adds that [the Port] is doing this because the Natives have asked [the Port] to put the docks there, that is why they are doing it. [The Port] has to work with the Natives, with the Sternwheeler or any operation that is down there in the water, we have to work with the Natives, because they have fishing rights. VP Lorang adds that there is still a part in the agreement that states that if [ACL] runs into problems with the Natives, [ACL] can decide to terminate [the agreement] and then [the Port] will owe them for some of the docks. P Groves replies that only if the Natives say that they cannot do anything. VP Lorang adds, "Or if they make an executive decision that is no longer viable because of problems they run into with the Natives." P Groves announces that the problem he has, is, he knows the reason that Mr. Lorang wants to put the kibosh to this, and it has been very obvious during meetings and things like that, that he wants AWI to have this operation but [the Commission] has decided to look at other things. Klute expresses that she is not opposed, personally, to the lease in and of itself; it is just the language that is in there, as it stands, needs some serious consideration. P Groves agrees that that can be done, but [the Port] has done some pretty serious negotiations on that. He comments that Klute's question is a viable question and he appreciates it. Klute inquires about the additional increases over the years per passenger. P Groves replies that he believes there is a cost-of-living increases built in there. Klute answers that there is a cap at 5% on a monthly rate, but it does not mention the per passenger rate. P Groves explains that [the Port] is not charging anything per passenger, right now, but there is a monthly fee. That per passenger rate was for the museum. C Caldwell inputs that she is not sure if, in the negotiations that they look at the Sternwheeler not possibly being here during the winter months. She mentions that when [the Port] operated the Sternwheeler, [the Port] also docked it in the winter months, in Portland, just like AWI did, for weather reasons; the boat is not strong enough to handle anything like that. Klute points out how much that would cost versus what we get paid for. C Caldwell replies that that is something that has to be looked at as [the Commission] cannot make all the decisions and will not be able to have guarantees until it moves forward. Klute refutes that on the agenda it states that [the Commission] is approving the lease agreement, today, and if it is being approved as it stands today, then that is not kosher with the current language. P Groves directs that she will have to ask [the Port's] attorney as he is the one that decided on this language. Brooks interjects that he is not advising [Klute], he is advising [the Commission]. VP Lorang points out that the one thing that seems to be missing in the contract is anything that is regarding the MTSA security plans. P Groves responds that [the Port] has the security plan. VP Lorang retorts, "If you say so." He continues to explain that in regard to the Maritime Transportation Security Act

(MTSA), in previous years that was handled [...] and that it is going to be an ongoing expense. He does not believe that anything was put into contract regarding that. VP Lorang questions who will be responsible for that. P Groves asks if he referring to the Sternwheeler or to ACL's boats. VP Lorang replies that it has to do with the docks and ports. P Groves responds that he is sure that [ACL] has security plans for everywhere they dock. VP Lorang points out that there is nothing in the contract about it. It's going to be an ongoing expense and it can be expensive. He thinks it is worthwhile to have that in the contract. P Groves states that he will have to check on that, because he does not, I don't get that. C Stipan remarks that he loves Carrie [Klute]'s questions as it seems that [the Port] is getting the short end of the stick. [The Port] will lease it for forty (40) years at \$2,500 a month, that's only \$1.2M. P Groves interjects with how he came up with forty (40) years. C Stipan replies that it is stated for twenty (20) years with the option to extend for two (2) additional terms of ten (10) years each. P Groves clarifies that [the Port] can choose to stop it at twenty (20) years. VP Lorang debates that at \$2,500 a month, he does not think it nearly covers the amount of monthly expenses that the Port is going to incur. If [the Port] says that it is going to get off bridge revenues by [2030]. P Groves interjects and asks what expenses the Port is going to incur. C Stipan answers that it would be the cost of normal wear-and-tear. VP Lorang lists that the pump-out station is going to require maintenance, the cost of the online power, it was said that the boat was going to be hooking up to shore power. If that happens, who is going to pay the utility costs to shore power? Who is going to pay maintenance on that? VP Lorang comments that \$2,500 is not even one staff [...]. P Groves asks in return whether VP Lorang thinks that [ACL] is not going to pay for their own power. VP Lorang contests, "but we're going sign a forty (40) year contract with that out of the contract?" P Groves replies, "No." C Stipan quotes from the agreement, "for twenty (20) years with the option to extend for two (2) additional terms of ten (10) years each." VP Lorang points out that it is [ACL's] option, not the Port's, so in his understanding, they have the option to extend it ten (10) years, it's not our option, it is not a mutual option. P Groves disagrees and states that it is up for negotiation. VP Lorang continues to state that if this [lease] is the wrong decision, and it turns out to be the wrong decision, then [the Commission] is sticking the next two generations with this direction if it ends up costing the Port money. P Groves argues in return with, "What is wrong with landing a cruise ship here eighty (80) times a season with all those people?" VP Lorang answers if any of it means having to continue pulling money out of the bridge or find money elsewhere to do so ... P Groves states that he does not understand where VP Lorang keeps coming up with these [expenses]. [ACL] will be making the improvements. VP Lorang disputes whether or not it is going to cost the Port money. He states that he feels that P Groves is being pretty optimistic that it is not going to cost the Port money to have them down there. P Groves rebuts with, "What does it cost right now to have AWI down there?" VP Lorang answers that it is not costing [the Port] anything because they are not down. He also adds that [ACL] are also not generating anything for the community. P Groves comments that he just talked about that. He continues to state that he will entertain the motion that [the Commission] approve this with the idea that [the Port] is going to go back to ACL and not going to accept the language that [the Port] is going to move the boat.

C CALDWELL MOVES TO APPROVE THE AMERICAN CRUISE LINES LEASE AGREEMENT WITH THE EXCEPTION, GOING BACK TO ACL ABOUT NOT MOVING THE BOAT, OCTOBER THROUGH APRIL. IGM Blue clarifies that the motion would be to approve the lease with the changes being made to Section 6.2.3.1 saying that [the Port] will not be willing to move the boat during the off-season. **C BUMP SECONDS; Passed 3-2 WITH P GROVES, C CALDWELL AND C BUMP, APPROVING AND VP LORANG AND C STIPAN, OPPOSED.**

because it happened before [the Commission's approval] but he did not want to have to catch up on homework. He explains that he presented himself as being not from the Port but just as a citizen. He listened to what they had to say and thinks that with [the Port's] current strategic business plan, and [the City's] strategic business plan, that it could be somewhat confusing if either one of us had a representation, strictly because our citizens right now struggle a little bit to understand what a city does versus what a port does. He feels that it may potentially be good for [the Port] to do its strategic business plan for [the City] to do their strategic business planning, and once we have those, to see how those two plans overlap and where we can support each other and where there are things where we can work together towards a vision. IGM Blue points out that [the City's and Port's] visions are independent of each other but do overlap from time to time. He thinks it is a little confusing and illustrates that there will be some citizens who may come and offer that they think a city should do these certain things and [the Port] will be listening, knowing that is a Port-driven activity or vice versa, [where citizens will] to come to [the Port's] and say things like "provide a police force." So maybe doing those two independently and then coming together when we have a vision and that would be sort of clear for everybody. IGM Blue states that he will certainly continue to attend as a citizen or as appointed by the Port as he thinks what they're doing is important. P Groves points out that the City and the Port has not had its joint meeting right yet and that's certainly something we need to really do here. C Caldwell interjects that elections need to come first before the Port does anything for the Steering Committee. P Groves mentions that the City has not done their visioning for their budget as far as he knows and they probably should get that done so that they can talk about how much money they have to look at these things. P Groves states that he does not have a problem with (VP) Brad (Lorang) doing this for the Port but suggests having a meeting with the City Council and the Port Commission first, and so they can talk about this a little bit and how [the Port] fits into this. IGM comments that that may be fairly difficult as their next Steering Committee meeting is April 11th. P Groves clarifies that he is referring to the joint meeting that [the City and the Port] was supposed to have a while back that they did not have it. C Caldwell adds that it would seem like that would be informative. IGM Blue reiterates that P Groves is referring to the joint meeting between the City and the Port.

TABLED UNTIL A JOINT MEETING WITH THE CITY IS SCHEDULED AND CONCLUDED.

7) GM Report – Jeremiah Blue

- a.** IGM Blue explains that he will keep it super simple as the Commission has already gone through a lot of the things that could potentially be talked about and everything that has been discussed, the Port has been fully involved with on a daily basis. A couple of things that he does want to talk about is that the cleaning has started at the Sternwheeler and the café. The boat will be [cleaned] on the 24th and 26th. He reminds the Commission that they approved the document meetings ago. He also adds that he received a call from Dr. Kyle [...] from the NOAA (National Oceanic Atmospheric Administration) and they would like to put a piece of equipment out on [Thunder Island] for a month. It is going to document the shift of the earth. The equipment is about three feet tall, and apparently, in a tripod sort of shape. He will do a quick reach out to the event coordinator and make sure it's not going to interrupt any wedding photos or anything like that, but he generally does not see a problem with it. He did relay his concern that [the Port] cannot be responsible if somebody pushes it over and kicks it over, and the reply back was that "you would be surprised about how much people will not touch stuff that says NOAA." And so, he said, "Okay." The general consensus is that if [the Port] does not have an issue with

providing them the opportunity to do that, he doesn't see it causing any interference with anything that we're doing business-wise. P Groves confirms that [the Port] will not be responsible for it. C Caldwell asks how long it will be there. IGM Blue answers that it will be for thirty (30) days. C Caldwell feels that it would be really good information to be getting about the area that [the Port] would not have gotten any other way. IGM Blue informs that as part of the ongoing strategic planning process, the Commission has been invited to participate in a survey and it should be in their emails. P Groves replies that he did his. C Caldwell did hers as well. IGM Blue brings up that he had a chance to individually talk to most of the Commissioners about Chief Logan of the Fire Department has an opportunity to have a Scenic Area Engine Crew and would like to have the opportunity to park some vehicles out there on that vacant (commercial) property next to the fire station. IGM Blue informs that Todd (Mohr) will take a look out there and report back exactly what he would expect, put the gravel down, mow and do whatever was necessary to use that space. IGM Blue believes that having an extra crew here during wildfire season is a hard thing to say "No" to. C Caldwell replies, "Absolutely." IGM Blue goes on to say, if [the Port] can let Chief John use that space and have Todd (Mohr) take a look at what needs to be done, that would be great. He adds that potentially, if it just needs some mowing, the better. Mohr replies that it is pretty soft out there so he thinks they will need to gravel it. IGM Blue comments that he just needs a consensus that [the Commission] feels that it is a good idea to help the fire department. C Stipan turns to the rest of the Commission for agreement. IGM Blue says that he will let Chief Logan know that they all agree. P Groves comments that Chief Logan has done a great job for this community.

- b.** C Caldwell wants to say that she is very proud that [the Port] just signed the agreement for American Cruise Lines because the Port has, since the 1960s, said that they found that tourism and recreation was going to be our saving grace for us to continue to add to the community, so that has been a focus of the Port for generations. She continues to state, "And I don't see anything bigger than right now. The Sternwheeler was the very first thing we have that really has created ... It is now an icon. We've had a lot of years with Sternwheeler, and people love this boat. And we love what it can do. And I just want to say that Brad (Lorang, VP) puts a perspective on it, that he has the right to put, but mine is completely different. I see this not that the Port can't do this, we can't save it, financially, I tend to look at it in an optimistic view that this boat really has a lot to offer. And the Port has a lot to offer, to support this community to survive for decades to come still. And it's just, are we going to be operating it correctly? And I think we have learned, just like with other things you learn with experience. And I think we have just an incredible new view with having ACL come in. And also with our history here, it is so important. Not only do they advertise nationally for somewhere like this, and we will become a destination because I believe they'll ... and they're also an international company. And I believe Ireland is going to be one of the biggest countries that actually is going to be attracted to go onto ACL, to actually be here with our navigation locks. 90% of the people that build that navigational locks were from Ireland. I've talk to people that are from Ireland when I'm down in the park and I can't believe how important that history is to them, personally. I just think a door is opening that we just haven't seen it. And I'm just willing to say "Yes." And yes, there are many things that Carrie (Klute) said that needs to be worked out and can be worked out. But overall, I feel like this is one of the most positive and biggest things we've done for our community and for its people in the history."

- 7)** Executive Session under ORS 192.660(2)(f) Consideration of Information or Records that are Exempt from Public Inspection and ORS 192.660(2)(h) Legal Counsel Regarding Litigation or Likely Litigation to be Filed

- b.** Recess from Regular Session, into Executive Session at 8:37 pm
 - c.** Recess out of Executive Session, into Regular Session at 9:26 pm
- 8)** Adjournment 9:27 pm

Port of Cascade Locks

Port Commission President
Jess Groves

Port Commission Secretary/Treasurer
Joeinne Caldwell

Date Signed

Date Signed



PUBLIC MEETING: Port Commission Meeting

DATE: Thursday **April 20, 2023, 6 PM**

LOCATION: Cascade Locks City Hall 140 Wa Na Pa St, Cascade Locks, OR 97014

<https://us02web.zoom.us/j/85806615790>

MINUTES

- 1) Commission meeting called to order 6:00 PM
 - a. Pledge of Allegiance
 - b. Roll Call
 - i. President Groves
 - ii. Vice-President Lorang
 - iii. Commissioner Caldwell
 - iv. Commissioner Stipan
 - v. Commissioner Bump
 - vi. Members of the Staff – IGM Jeremiah Blue, Maintenance and Construction Manager Todd Mohr, Accountant Chuck Mosher, Accounting Specialist Melissa Warren, Secretary Keriane Stocker, and Attorney Tommy Brooks
 - vii. Members of the Public – Carrie Klute of Cascade Locks, Tom and Brenda Cramblett of Cascade Locks; Zoom Attendees – iPhone (Rachel Najjar), Butch Miller, Albert Nance, Hallie Ballou, John S Cascade Locks, Janice Crane, Kelli Richardson, Philip W, Sofia Urrutia-Lopez, Diane Amoth, Dave (Lipps), Charlie W, Steve Jones, Christ Matlock, Denis’s Phone and Brenda W Cascade Locks
 - c. Modifications, Additions and Changes to the Agenda
 - i. IGM Blue states that there are two (2) changes he would like to make. Under 3a, a Legislative Update by Mark Johnson, he is not going to be here this evening so we will remove him. And under 4a, Consent Agenda, Approval of Minutes for Commission Meeting from April 6, 2023, those have not been completed and will be included in the Consent Agenda for the next meeting.
 - d. Declarations of Potential Conflicts of Interest
- 2) Public Comment (Speakers may be limited to three (3) minutes)
 - a. P Groves says that hopefully [the Commission] can get answers back to anybody who has questions. He directly addresses Public Member Carrie Klute and states that [the Commission] can answer her [questions] tonight about what they did with the documents and her stipulation. He will let Tommy (Brooks, Attorney) explain to her what [the Port] did with that.
 - b. Carrie Klute from Cascade Locks: Klute says that she doesn’t have too many concerns. There are some things that are not agenda items today as Ixtapa got pulled off the agenda but she wanted to inquire about the logistics planned around Ixtapa. She hasn’t been involved in the meeting, so she apologizes if this has been answered in previous meetings. Klute asks, “With the Sternwheeler season quickly approaching, where will the ticket sales booth go if Ixtapa is occupying the entire whole building? Will there be enough parking for both Ixtapa and Sternwheeler customers? And when ACL is up and running, is there going to be enough room for that giant tour bus that

ACL uses to turn around and share all that space?” She comments that there is a lot going into one little space, and she just wants to make sure, logistically, all of that has been thought out before signing the lease. Klute is really excited for a lot of restaurants and she thinks it is going to be awesome, but she wants to make sure the Sternwheeler gets its good share of the chunk. Another thing she wants to address is that she heard some confirmation from BPA that our residential power rates will be impacted by the RoundHouse Data Center. There is still a ton of concern around the community around doing business with this company and she really believes that [the Port] should explore other options and maybe have an open planning session with the community to generate new ideas and leads for the Flex 6 building. She comments that she understands that [the Port] needs to get business in there and hopefully they can find a less controversial business that provides more jobs. She states that [RoundHouse] is promising these jobs like software engineering, but every software engineer she knows works from home so that would not bring jobs to our community. She adds in conclusion, [to consider] another business that wouldn't affect our electricity bills. Before ending, she expresses her appreciation to the Commission for hearing her out. P Groves consults Brooks and asks if he is prepare to let her know what they did with the contract. Klute asks if he is referring to the American Cruise Line agreement. She says she heard that the clause had been corrected. Brooks explains that the change that was made in the final version was to clarify what it meant to “be operating”. The way it was drafted was that if the boat wasn't being operated, then ACL could basically require the boat to move to different locations. The clarification there was about what it meant to “be operating” and as long as the Port was not under contract with an operator, it didn't matter if the boat was physically moving or not. As long as it was operating in that sense and had an operator that would be ... Klute asks if the Port counts as an operator, if [the Port] plans on operating at [their]selves?” IGM Blue responds that the Port does counts as an operator if [it] plans on operating [itself]. In the spirit, it was not written but it was understood that it can sit there in the off-season as “still operating” but it just wasn't doing cruises. If the Port was not operating it and [the Port] also did not have someone else operating it, it could not just sit there. Brooks chimes in that the difference between the two, is that as long as the Port was in a contract with an operator, it just kind of is; if the Port is operating [the boat] itself, it would just give notice of the fact that it is operating the boat. Klute thanks them for the explanation.

- c. Rachel Najjar from Cascade Locks (on Zoom): Najjar recalls that at the last meeting, Mark Johnson mentioned several times “the 2030 plan” in reference to getting the bridge off of tolls. And federalizing it. She found it alarming that the amount of times that he said “2030” in that meeting. She thinks that anyone who attended that [commission meeting] and the RoundHouse open house or read the article in the Columbia Insight about the history of this man that calls himself Stephen King and all the con jobs. Najjar comments that it is starting to feel like something is not quite right. It feels like there might be another agenda behind all of this. She spotlights “the Great Reset, Agenda 2030, Agenda 21, New World Order, Fourth Industrial Revolution, among other names are code for a master plan originated at the UN to change the political and economic system of the world to total collectivism. Najjar goes on to

explain that "In order to do that, people must not have independence, they must be dependent on the state for everything, otherwise they won't be easily controlled. This includes food, power, transportation, and water. The Rockefellers who I mentioned in the last meeting are funding the RoundHouse projects in collaboration with Department of Energy. They are part of an international organization called the World Economic Forum. The way the World Economic Forum see stakeholder capitalism being carried out is through a range of multi-stakeholder partnerships, bringing together the private sector, governments and civil society across all areas of global governance. They train and infiltrate leaders from all around the world to institute a One World government. A global paradigm shift is underway into one of surveillance and control over everything in our lives. Each structure is being put into place. And as we accelerate the footage, we can see a monstrous structure coming into being a structure that fulfills biblical prophecy and requires a great awakening of humanity. One in which we go back to living, just how God created us to be nothing that roundhouse promises, aligns with our values and Cascade Locks and it puts the future and the well-being of our children at stake. We need to remember what really matters in our community for future generations. Thank you."

3) Presentations

a. Legislative Update – Mark Johnson

b. Naming Memorial for Port Beach

- i. Public Member Tom Cramblett begins by explaining that a lot of towns put statues of people and they have memorial parks and a lot more and Cascade Locks does not have a lot of that so is offering the potential of one here, of a citizen that, in his opinion, did a lot. He expresses that the [Port] beach would be a pretty place for it. The gentleman was Mr. Rosenback and he was born in 1888 and passed away in 1965. Cramblett turns to P Groves and asks if he knew Karl Rosenback. P Groves replies that [Rosenback] was [much] older. Cramblett comments that he also did not know Charlie (Rosenback) but knew his grandkids, Gayle, who was older, and Johnny and Jimmy. Cramblett says that Johnny Rosenback (also known as General Rosenback) was in his older brother's class and was four years of ahead of him. (Karl) "Charlie" Rosenback got a job when he came here and started working for Wind River Lumber Company, the big mill that was down here on the river. He eventually was hired by Charlie Smith. Charlie Smith ran ferry boats before there were bridges. Lots of ferry crossings, they were everywhere, so that they would really was a big business. When the roads were being built through areas back into the Gorge, they were getting piecemeal, for a long time, so the ferries were used to get back and forth across the river because they weren't any connecting roads. When the city highway was built here in the '20s, that was the first one that was in the Gorge. But even as it was being built, sections were being built and wherever ended a ferry would take people back across the river. The Washington side did not happen until much later. [Rosenback] got a job running ran one of Charlie Smith's boats that between [Cascade Locks] and Stevenson. In 1955, the Skamania Pioneer did an article on Mr. Rosenback, they talked about all the things he did. It wrote that [Rosenback] did 75,000 trips from between Cascade

Locks and Stevenson during the time that he ran the ferry boat. And the ferry crossing was from Stevenson to basically where the (Port) beach is. Eventually, [Rosenback] got a tugboat, the Warco and started moving log rafts. When the [Bridge of the Gods] was built in 1926, his ferry service about ended which is why he acquired the tugboat. He did 3,000 trips through the locks here in Cascade Locks until Bonneville Dam was constructed and averaged about six (6) trips a day. Cramblett holds up the book "Images of America: Cascade Locks and Canal" and praises Museum Executive Director Janice Crane for her work on the book, which mentions Rosenback. Cramblett also presents a Port of Cascade Locks publication that mentions that the very first group of commissioners for Cascade Locks was in 1937 and Karl Rosenback and one of them. He was one of the founding fathers that started the Port of Cascade Locks. He was there in 1937, served on the commission for eight (8) years and then came back in 1953 and stayed on for another two (2) terms. 1961 is when Cascade Locks sign off to buy the bridge. Cramblett is not certain how involved Rosenback was but assumes that he was part of the acquiring of Bridge of the Gods. He also adds that he has talked to Janice (Crane) about it and she says she is in the process right now of making some historical boards or redoing historical boards and could make a nice historical board out there on the beach. VP Lorang asks if Cramblett is wanting to put up a historical board or a kiosk. Cramblett replies that that is his thought, but Janice (Crane) can give a much better presentation. IGM Blue adds that the Port can also have Crane present at the next meeting if the Commission wants more clarification. P Groves mentions that Cramblett has a blueprint of the [navigation] lock and that would be good to have down by the lock itself. Cramblett clarifies that it is just one of the blueprints and not the final one. He also mentions that he remembers that his mother would speak about Charlie whenever Winter would show up and the town would get a good amount of snow, he would be out there in the middle of the night, plowing the town. Rosenback also became the waterworks guy. At the time the city got its water from a reservoir connected to Dry Creek Falls. Cramblett explained that the whole area there is maple trees so the leaves would plug up the pipes and Rosenback would go out in the middle of the night and constantly clean those out. According to his granddaughter, Rosenback was the dog catcher, he was the police chief for a while. C Caldwell mentions that she remembers her mother saying that Rosenback would plow the Bridge of the Gods making sure people got across the bridge. C Stipan asks how many living relatives does Rosenback have, as it would be nice to have them attend if the Commission approves the naming.

- 4) Consent Agenda (***)Consent Agenda may be approved in its entirety in a single motion. Items are considered routine. Any Commissioner may take a motion to remove any items from the Consent Agenda for individual discussion).
 - a. Approval of minutes for Commission Meeting from April 6, 2023
 - b. Ratification of bills in the amount of \$297,835.54
 - c. Approval of payroll for 03/17/2023 in the amount of \$35,901.48

C CALDWELL MAKES A MOTION TO APPROVE THE CONSENT AGENDA AS STATED; C STIPAN SECONDS; Passed Unanimously

5) Commissioner and Sub-Committee Reports

- a. C Bump informs that he has none.
- b. C Stipan states that he is grateful for the town and the Port Commission.
- c. C Caldwell reports that she is really happy that [the Port] has gotten the [lease] with signed ACL and moving. She also really appreciates how [the Port] is moving forward with the many areas such as the restaurant and Sternwheeler operations, and actively putting that together. She also expresses her appreciation for the work of Steven (Hammrich) and Nikki (Adler) who has been working really hard on bringing the boat back up with a lot of incredible work.
- d. VP Lorang informs that he has nothing. P Groves mentions that there has not been any sub-committee meetings. VP Lorang concurs.
- e. P Groves states that he wants to use this time to make sure that Klute's questions are answered. He openly states that [the Port] has had a restaurant in that building for about five (5) years and has operated together and the plan is for the buses to land on the curb next to the statue of Sacagawea. Obviously, the Port is always going to be busy, so when we started to look at this, we started looking at expanding the parking for that building and those operations out in the grassy area. For the time being, he does not know if that is a good thing or a bad thing. It's a good thing to have people down there to ride the boat and go to the restaurant and doing all the things they do. He supposes that someday there may be a limit to that but that is something that has to wait to be seen. VP Lorang speaks up and points out [the Commission] has yet to see any plans and as far as how [the Port] intends to mitigate the impacts of having a restaurant and meet the needs that the Sternwheeler will have. He is assuming that [the Port] has to come up with some other solution for storage of goods that cannot be stored on the Sternwheeler and also refrigeration of things if there is going to be meals served on the Sternwheeler as much of the revenue from the Sternwheeler was dinner cruises. VP Lorang is curious as to how [the Port] is going to separate the needs of both services, and how that can negatively impact Sternwheeler. He expresses that he has said repeatedly that he felt it was a little short-sighted to do that before [the Port] knows what the needs of the Sternwheeler as it is not currently operating and we currently do not have an operator or what a business plan looks like and what their needs will be. P Groves replies that [the Port] has a blueprint and believes that Jeremiah (Blue, IGM) has it and will be happy to show it to him. VP Lorang questions how the (Economic Development) subcommittee has not seen [the blueprint] and he is on the subcommittee. P Groves answers that one plan was brought to the subcommittee by the former General Manager and shows how to building [will be] separated, as far as what VP Lorang asked about refrigeration and things like that, P Groves admits that he does not know whether those things have been addressed but he does know those things are available on the boat, too. He adds that there is a walk-in (refrigerator) on the boat. P Groves also recommends that VP Lorang go down and take a walk and take a look. He continues that he does not know about refrigerator as far as freezer refrigeration but he is sure there is some on a boat, but he is not completely sure. IGM

Blue chimes in that there is refrigeration on the boat but not a freezer. VP Lorang remarks that it has not been adequately researched to [the point the Port should] be planning a contract prior to having this vetted out. P Groves responds that the problem is that in order for [the restaurant] to get their permits and do what they need to do, he is not sure that sharing can happen right. VP replies that that is exactly the problem he is talking about. There is no way to mitigate the potential conflict of parking or where people are going to be as they are waiting to get on the Sternwheeler. He points out that sometimes the weather is not great outside so there should be a staging area that will be necessary. [AWI] used a lot of that space when the Sternwheeler was operating previously. P Groves responds that there is a waiting area that's in the plans. He turns to IGM Blue and advises him that they need to make sure that Brad (Lorang, VP) sees the plans. IGM Blue concurs and states that he will send it to all the Commissioners. He also adds that it has not been in front of the EDSC (Economic Development Sub-Committee) as they have not passed the charge to make that and EDAC (Economic Development Advisory Committee). VP Lorang asks another question, the Port is not taxed because they are a government agency, however, when [the Port] lease space out, then how is that taxation going to be handled? He is assuming that the vendor or the operator will have to pay taxes on that, and also adds, when the ACL docks are put in, they are also a for-profit business on our waterfront, will that property then be taxed? And is there anything in the contract relating to possible taxation and who would be responsible for that? C Stipan comments that he has had a couple of people from the community come up and congratulate [the Port] on the ACL contract. He states that they are really looking forward to the docks, but they also were questioning the same question about the taxes and about how this was going to turn out. C Stipan said that he responded to them by saying that [the Commission] will be discussing it. Brooks advises that these details can be discussed during executive session. VP Lorang comments that he assumes that there are conditional-use permits required, having to do with the restaurant and assumes that [the restaurant] will have to go through that permitting process. Although, it was a restaurant before, he is assuming that [the Port] will have to file for a new conditional-use permit to operate a restaurant in the Visitor Center. Brooks replies that what the Port has always done is to put the obligation of permitting on the tenant as [the Port] is not the applicant nor is the one that is going to use it, and so in the [Port's] agreements the requirements to maintain all permitting is [the tenant's responsibility].

f. through the city. C Stipan adds that he believes that there are four (4) refrigerators, in that building, in Locks Café, and he thought that it would be easy to get a temporary building or just even the back of those trucks and putting them in there and could put refrigeration anywhere that would be convenient for the operators. C Stipan states that that's what he is hoping for. P Groves remarks that needs to be done is to use up one parking space and put a 20-foot container in there. C Stipan agrees, adding as long as it has the power to it. P Groves continues that when AWI started running the boat, their kitchen facility and everything was down in the old TIB space. VP Lorang then poses, what that will cost as he is assuming that will cost the Port something to come up with those extra facilities. P Groves comments that the facilities that are currently there was put in by the operator not the Port, all the kitchen facilities, so the

Port just inherited when the contract ended. He comments that Tommy (Brooks, Attorney) will have to look it up so for now he is just speaking for himself, but he believes that the docks belong to the Port, but they will be under the control [of ACL] as far as docking and paying for a period of time. VP Lorang asks, "Didn't the agreement say that [the Port] will own the docks after twenty (20) years?" P Groves replies that he does not know that if that means [the Port] does not own the dock right from the get-go and Tommy (Brooks, Attorney) can even talk about this when he has a chance. IGM Blue replies that it be discussed during executive session. C Caldwell comments that, in speaking to what Brad (Lorang, VP) is talking about with the Sternwheeler and not knowing exactly what [the Port] is going to do at this point, something that has not really been looked at before is that AWI had they use the boat for sixteen (16) years and they handled it the way that they chose to handle it. But now that [the Sternwheeler] is back with us, she thinks doors are opening as to what is the best use of the Sternwheeler that we can see financially right now in where we, and that [the Port] may be looking at a whole different kind of world of what it's going to do. The boat was built for excursions, so excursions are going to be maybe the very most important thing that ACL sees as important to keep up the Sternwheeler running and probably the best moneymaker. VP Lorang inquires if she has done a lot of research on how much money excursions will bring in versus how much it costs to operate the boat? C Caldwell answers that what she is bringing up is what to do about this. She states that what she is saying is to look at all of the ideas and we will be looking at that as well. And rather than a company that's operating the boat, they say that ACL just wants to do the excursions, we have businesses out there that want to do catering, so [ACL] does not have to have anything to do with the food and [the Port] does not have anything to do with the food if it is catered in. There is all kinds of different options, so C Caldwell just wants to say that that is where her mind is she is thinking about different options and does not want to be focused on having it exactly the way AWI did. [The Port] may do this differently, and hopefully it may even end up being better. VP Lorang interjects that it seems premature that [the Port] is limiting its options at this point, as C Caldwell said [the Port] has many different options but we're eliminating some of them. P Groves points out that [the Port] is acquiring a full-time year-round operation that is paying [the Port] money. VP Lorang retorts with, "\$2,400 a month, right?" P Groves responds that the last time he heard it was \$3,500 and they will be paying for the expenses of the building, the lights the power. VP Lorang clarifies that P Groves talking about Ixtapa and not ACL. C Stipan chimes in that Brad (Lorang, VP) hit on the right word, "research". All these different things that the Port has coming to it, the due diligence that Carrie (Klute, Public Member) and that Rachel (Najjar, Public Member) had discussed, things about rates and increases [with] BPA and also about what Rachel had mentioned, he would like to research these options or at least find out exactly how to answer those questions and to inform us on a greater level. He addresses the community members and thanks them for their questions. P Groves replies that things will be found out in time. C Caldwell agrees and adds that the Port is looking at what are its options and what are ideas and [the Commission] should be open to all of that hopefully, will be available. She also mentions that [the Port] does know that the boat, in sixteen (16) years made \$30M. P Groves chimes in and suggests

that the discussion be continued in the next meeting as he thinks Ixtapa will be ready and the [Ixtapa proposal] has been before the committee at least once that he is aware of, and the former General Manager explained the bullet point details that was presented at that time. He comments that this is not a fresh idea and [the Commission] has been kicking this around for probably damn near a year or so. P Groves also addresses the community members, thanking them for their questions.

6) Business Action Items

a. Accept Lease for Dennis Snyder Jr Contractors – Jeremiah Blue

- i.** IGM Blue reports that Dennis Snyder (Jr) has operated the quarry out in the business park for a number of years, [the Port] has extended his contract and he would like to renew that contract. Any time [the Port] needs rock, Dennis Snyder gets it for us. [The Port] continues to appreciate it for all the recreational things we are maintaining out in Business Park. Very little has changed from the previous contract. One section in which [the Port] is now paying for the DOGAMI (Oregon Department of Geology and Mineral Industries) permit and that is reflected in the contract, that has actually always been the case, that [the Port] has paid for the DOGAMI permit, now it is just reflected in the contract that we are going to. P Groves adds that the DOGAMI permit is a [...] not an individual's. C Stipan asks if Dennis (Snyder Jr) is happy with the [contract]. IGM Blue replies that he is.

C STIPAN MOVES TO MAKE A MOTION THAT WE ACCEPT THE QUARRY LEASE AGREEMENT; VP LORANG SECONDS; Passed Unanimously

- ii.** C Caldwell asks if there is something the Port must make sure it has with DOGAMI, that when the Port gets the permit, that it is permitting [Dennis Snyder Jr Contractors]. IGM Blue replies that there is.

b. Approval of Lease of Pfriem – Jeremiah Blue

- i.** IGM Blue reports that this [lease] is pretty straight-forward. The Port applied a rent increase due to the extension to the Pfriem building. This was already agreed upon, in the third amendment [of the contract], we are just memorializing it here that the date started March 1st.

VP LORANG MAKES A MOTION TO APPROVE THE LEASE FOR PFRIEM; C STIPAN SECONDS;

- ii.** P Groves asks whether the agreement needs to be signed by someone. IGM Blue says that it does.

VP LORANG ADDS THAT IT BE SIGNED BY THE PORT PRESIDENT; C STIPAN ADDS THAT HE DID NOT SAY IT THE LAST TIME, BUT ABOUT THE SNYDER LEASE, YOUR (REFERRING TO THE PORT PRESIDENT'S) SIGNATURE SHOULD BE ON IT; Passed Unanimously

c. Approve Economic Development Advisory Committee Charge – Jeremiah Blue

- i.** IGM Blue states that the Port previously had the Economic Development Sub-Committee (EDSC). After meeting with Mark Knudson from SDAO, he went through our subcommittees and made recommendations on how we should move forward with those. In this particular case, [the Commission] will be looking at an Economic Development Advisory Committee and will actually go through this. IGM reads the charge in its entirety, "The Economic Development

Advisory Committee is intended to make recommendations to the Port Commission related to the following tasks: hear potential tenant presentations, identify impacts and next steps for potential tenants, make recommendations to the commission, monitor progress on current development projects. The committee will consist of five (5) members, including: two (2) Port Commissioners, Port Commissioner positions will be appointed by the Commission. Current Port Commission representatives include: President Groves and Vice President Lorang. And three (3) members of the community at large. Community representatives should reflect a range of interests related to the Economic Development and the purpose of the Committee. Community representatives will be appointed by the Commission and residence within the Port District is not required. Current community representatives include, we currently do not have any and they would need to be appointed by the Commission." IGM comments that he is not asking them to do that tonight. Tonight, would just to be to accept the charge. P Groves states that normally what [the Port] does with these, as far as the Commission, is when officers are elected, [the Commission] decides how that is going to unfold. IGM Blue explains that P Groves and VP Lorang are on record to be on the committee and can continue to be on it. P Groves explains that he just wanted to state it out loud. C Caldwell asks if the committee can continue to have meetings without the three (3) other representatives from the community, or does the committee need to wait till those are appointed to have meetings? IGM Blue replies that in order for the committee to make a recommendation to the Commission, it will need have the three (3) community representatives. C Caldwell clarifies that the committee can still meet. IGM Blue concurs, but stipulates that they just cannot make recommendations. P Groves comments that he thinks [the Port] needs to put some sort of a document and try to recruit some people. The committee really should try to have general public people on there to listen to those discussions. And those discussions are to make recommendations to the Commission. The committee does not make decisions in those meetings, it just decides to make a recommendation or not. IGM adds that, as a sidenote and as sort of an update, the new website will allow for better interaction with the public. [The Port] can get exactly the sort of [people] that it is looking to apply for these positions and a way for them to fill that out if they are interested in that. IGM Blue states that he will work on that next week. C Stipan comments that what he really loves about this advisory committee is that we have this body and the way it is working out with the people in it, is that every time they met it was like building a spine for the body. They brought to [the Commission] all these different things and a lot of times, as a new Port Commissioner, he thought, "These guys are really bringing the meat into the market." It was like what [the Port] needed and he really thinks this is a very vital, vital [committee]. C Caldwell adds that it does take time to go over people's interests and needs and instead the whole body getting together to do it, it allows them to have meetings and helps us pull information. P Groves

comments that it helps them not have fifteen-hour meetings. C Caldwell agrees and expresses her appreciation for the effort [the committee] puts into doing it.

C STIPAN MAKES A MOTION TO APPROVE THE CHARGE FOR THE ECONOMIC DEVELOPMENT ADVISORY COMMITTEE WITH THESE SPECIFIC TASKS AS LISTED: ONE, TWO, THREE AND FOUR; C CALDWELL SECONDS; C CALDWELL ADDS THAT IT BE SIGNED BY THE PORT PRESIDENT; Passed Unanimously

ii. P Groves mentions that the sub-committees were approved when they approved the policy (manual). IGM Blue clarifies that the policy manual did not include the specific tasks. Concerning the specific tasks of making recommendations to the Port Commission, hearing potential tenant presentations, identify impacts and next steps for potential tenants, making recommendations to the commission, monitoring progress on current development projects, if there were changes that the Commission wanted to make, that would be something that they could do, right now. How the committees were set up was something that [the Commission] approved with SDAO. The Commission said that "this is the format that we'd like to use" in terms of setting up these committees. What the committees specifically did, that is what is being discussed, tonight. P Groves asks if that is what IGM Blue is requesting from the Commission, to approve those specific tasks? IGM concurs.

d. Approval of the RICOH Printer Contract – Jeremiah Blue

i. IGM Blue informs that Brittany (Berge, Special Projects Coordinator) has been doing an excellent work on this report. The Port does the "Port Report" monthly and it comes out on this thick cardstock which is required in order to be able to fit the requirements to be mailed out. There is a very, very specific set of standards to it and one of them is the thickness of [the paper]. [The Port] goes pretty hard on the printer that we have right now. And [the Port] has gone so hard on it now that about every seventh Port Report it prints, it prints two or three that we can't even use and then it prints one or two more than we can say "we can get away with this." If anybody has gotten a Port Report that there were smudges on, IGM Blue apologizes. He explains that what the Port is looking for from the Commission is to approve the lease contract for the new RICOH Multi Function Printer. It is going to do some really cool things for [the Port] as well, it will collate and does stapling, folding, and some things that Brittany (Berge) can take advantage of special projects department. It will really be something that immediately is going to be impactful for the Port Report.

VP LORANG MAKES A MOTION THAT WE APPROVE THE RICOH MULTI FUNCTION PRINTER AND THE LEASE CONTRACT FOR \$245.91 A MONTH; C CALDWELL SECONDS; Passed Unanimously

ii. C Stipan asks how long the lease is, if it is for the life of the printer. Mosher replies that it is for five (5) years. C Stipan further inquires that after the five (5) years, if the Port will own it. Mosher answers that then [the Port] could buy it, at market value. C Stipan asks, if it is leased to us, if [RICOH] provides the ink or paper or the staples. IGM Blue replies that they provide the toner but not the

paper. Mosher adds that [RICOH] will provide ink, staples and maintenance. The Port pays \$.0638 per color copy and \$0.0088 per black-and-white copy.

- e. Accept Lease for Otter & Osprey – Jeremiah Blue
 - i. IGM Blue clarifies that on (Business Action Item) 6e, for Otter & Osprey, it is not a lease that the Commission will be approving but a permit to do business down at the business park at Herman Creek. This is something that [the Port] has done previously for them. Last year, [Otter & Osprey] came to [the Port] and they have an actual location in Bob Sourek’s business park. They do fireplaces and some other different things and then they thought to get into renting kayaks. So, they came to [the Port] last year and presented and what they were doing is advertising on the Internet and people would call and they would meet [the customers] down there and [Otter & Osprey] would give them a kayak and then [the customers] would come back and call and have it picked up. This year, they are taking the next step. They purchased a large box truck and will put a big logo on there with their phone number. What [Otter & Osprey] wants to do is on Thursdays, Fridays, and Saturdays or they could decide, on Wednesdays Thursdays and Fridays Saturdays, so it would be up to them somewhat based on the weather, based on the holiday, whether there is traffic in town. They would like to park [their truck] down there during the day so that people who happen to stumble in that area can read on the side, “Hey, you can get a kayak” and call them. The kayaks are stored (in the truck), they pull it out and the get in the water. What they are asking for is the chance to do that. [The Port] is going to try to charge them a \$60.00 a month fee for doing business, that is a slight elevated over what we did last year for them. As well as adding \$5.00 a day for parking in the business park. And [the Port] will ask them to do that through the app. And that will be something [the Port] can just check on every day. C Caldwell asks where it is going to be marked. IGM Blue replies that it will be somewhere down in Herman Creek, possibly a little bit before where the boat launch is. The Port will work out a place where both it and Otter & Osprey are comfortable with, there is a ton of space down there for it. C Caldwell thinks that it is a great idea, but her thoughts are what is the other business and then truck that are coming in. We have spaces to put those in as well. That would be my next question. IGM Blue replies that he thinks that if [the Port] were to have another business approach [the Port] to do business, it would be something that [the Port] would have to consider. At this point in time, he has not been approached, not by a food truck or another truck, not another rental company, no one else has asked to do anything like this down in that area. C Caldwell expresses her concern that she would like [the Commission] to think about that, because it's going to happen. [The Port] will start hearing from people about that. C Stipan comments that that is a good point and his concern would be trash. He cannot stand trash down there, especially at Herman Creek and that beautiful area down there. If this is going to be something that they are going to get a permit for, if there could be some kind of clause that could be in there that they keep that area specifically clean, and there will be no trash from any kayak usage, be it paper garbage, plastics, whatever people bring, as long as

they “pack in, pack it out.” If we can put that in there and they are aware that the Commissioners are concerned about that area. C Caldwell asks, if [the Port] has other spaces and people are doing the same thing, how will the Port handle that? IGM Blue restates that it is just a permit, it is not a lease, it is not long-term. It is something the Commission can revisit again next year, after it has seen how this worked out. P Groves comments that he agrees with John (Stipan, Commissioner). If somebody dumps trash somewhere or leaves it, other people will think, “Hey, that's okay.” IGM Blue states that the great thing about the permit is that it can be revoked. And it does not have to be forever. If [the Port] give this permit and [the Port] were to see something down there and say, “Hey, it seems like all of your customers are just leaving trash here.” That is something that [the Port] [...] “... this didn't work for us.” IGM Blue feels that there is room for the Port to figure that out. Being that [Otter & Osprey] is in the business of recreation and having people come to this location, he thinks that they are going to agree with [the Commission]. They want that place looking as great as possible so that people are like, “Let's make a call. Let's get in the water.” P Groves adds that he thinks what should be done is to set that mindset, “Before you leave, make sure all the trash is picked up.” IGM Blue mentions that he believes that [Maria Woodall] may have been on (Zoom) listening, or she may have left, but he will make sure those comments make it to her.

C STIPAN MAKES A MOTION THAT WE APPROVE THE PERMIT FOR OTTER & OSPREY OUTDOOR GEAR, TO INCLUDE TOTALLY POLICING THE TRASH; C CALDWELL SECONDS; Passed Unanimously

f. Approval of Lease for Son of Man – Jeremiah Blue

- i.** IGM Blue states that this [lease] is just an extension. They have the option to add another five (5) years with the Port and it just needs the signature of the Port President to execute. P Groves states that [the Port] determined here recently that under the new loan, the Port, unfortunately, got itself into some interest and that lease may not be cutting it as far as paying for that building. He asks where the Port is with that. IGM Blue turns to Mosher and asks him to look into that. IGM Blue admits that there are some leases that for certain less than they need to be as far as market value. Mosher replies that the lease payments are making the loan payments, but not a lot above that. P Groves asks, “So, they are paying the bills?” Mosher replies, “Yes. They are paying their bills. Which includes the loan.” P Groves reminds the Commission of a conversation that come up with a couple of clients, and [Son of Man] is one, that wasn't making that happen. He does not want to say in the meeting, but it is not their fault that we had to pay higher interest rates. But [the Port] has to somehow recover from that. IGM Blue adds that there was also another request from Son of Man to add an additional five (5) year extension after this extension, he and Tommy (Brooks) both discussed that that is not a recommendation that we would be making. IGM Blue offers to go through the steps to draft what that would look like and present that present to [the Commission] as well. But the sentiment is “Let's see what the world looks like in 10 years.” [The Port] loves to have them as a tenant, the business is really, really successful. A lot of people

are talking about [Jasper Smith]. But the recommendation is probably to revisit [the lease] after five (5) more years and see where we're at. P Groves comments that [the Port] has a COLA (cost-of-living adjustment) under this and asks when does that happen? Chuck replies that it happens next month as goes up 2.51%. C Caldwell asks, because she has always known them as "Son of Man", but it says in the lease agreement "Native Cider". IGM Blue replies that it is the same business, and officially is "Native Cider doing business as Son of Man".

C STIPAN MAKES A MOTION THAT WE APPROVE THE LEASE EXTENSION FOR SON OF MAN / NATIVE CIDER AS WRITTEN, AND HAVE THE PORT PRESIDENT TO SIGN IT; VP LORANG SECONDS; Passed Unanimously

7) GM Report

- a. IGM Blue highlights some points to speak about. He begins by informing the Commission that [the Port] is hiring a Seasonal Toll Taker position and admits that it is not getting a lot of people who are responding to the ad. It is posted on [the Port's] website and on Facebook. If [the Commission] has any ideas on getting it out into the community, he would definitely love to bring some more people on this season. [Bridge] traffic numbers are a little bit lower than they had expected, for April. He assures that it is not anything concerning from a budgetary standpoint, and still stands by his projections. IGM Blue states that he will bring back a stronger financial look at that and email it out to the Commission this week. He admits that he really wanted to have it ready but didn't come together quite in time. He explains that it is something that he and Chuck (Mosher) needs to sit down and pull together some stronger financials on exactly where [the Bridge] is compared to what [the Port] has budgeted. C Stipan asks if he can make a comment, "Solomon Jackson who is [his] son, he did the seasonal toll (taker position) and he absolutely loved it. He loved working out the numbers for the person that was beside him and working with other people and while he was working out the numbers of the person that was driving by. And then he joined the Marines. So, if you want to get your kid on the straight and narrow, you'll have a good US citizen." C Stipan adds that the [the Port] wants people in there and the younger, the better, and wants to give these people opportunities. Regarding the Sternwheeler update, Nikki (Adler) and Steven (Hammrich) has been doing lots and lots of work on the boat and if [the Commission] has not had a chance and opportunity, he invites them to go out and take a look just from the outside and see that they are doing work on the paddlewheel and has gotten a large amount of paint on it as well. Hammrich and Adler have gone inside and painted all the interior walls, and painted the doors. IGM Blue thinks that anyone show had an opportunity to tour [the boat] when [the Port] first got it, will be impressed with the amount of work that they have accomplished. They still have more work that they need to do on it. The cleaning crew will also be coming out on the 24th and they will do the deep-cleaning of the Sternwheeler, cleaning the upholstery on the chairs, carpet cleaning the carpets, polishing the brass so it is going to be as spiffy as we can possibly get it for the start of the season. Concerning Special Projects, Brittany (Berge) has been very busy. She has successfully migrated all context to the new website platform, allowing staff to update content more easily. The website has been structured to make content easier

to locate. If [the Commission] has an opportunity, IGM Blue asks them to please take a look at it. He informs that [the Port] has taken a different approach in the way we are posting our meetings, the way we are posting the minutes, and posting our agendas. IGM Blue admits that he is really comfortable with it and really happy with it. He explains that it has allowed Keriane (Stocker, Secretary) to really own that entire process. Whereas, before, it was not anyone's fault but just the task got split up over time with [older] website, and two or three or four [staff members] had to touch it and it just became somewhat cumbersome. [The new website] has streamlined that and we are very happy with it. And it still has an appealing look. There were also some laws that were passed recently, that required ADA access for websites, such as being able to have every picture to be read aloud and being able to change the colors. And on the backside of the website, it will tell us that we are out of compliance, either from an ADA standpoint, or also from a regulation standpoint and things that we have to stay compliant with that. So that's been very, very, it's been awesome. IGM Blue comments that it is great and is really happy with it. C Caldwell comments that she is too, and thinks that our community who wants to know what is going on, this will be very helpful for them to be able to go in and see it for themselves. IGM Blue informs that the company that [the Port] is using, specifically builds websites for Special Districts, so they understand the challenges that a website like ours has, the compliancy-side of it. The people who visit our website are very different in the things that they are looking for, so [Streamline] has done a really good job of sort of presenting that information in a way where the reason why a person is visiting the website can be quickly establish any found, whether it's if the Port has space to lease or they need to get a BreezeBy or just want to see when the next meeting is, they have done a good job. P Groves asks if anyone has ever looked at the Port of Hood River's website? They have their up-to-date financials, they have everything on their website. IGM Blue comments that [the Port] is very close to having that as well. Once [staff] has finished up some of the work on the audits, they will be posted. The budget is posted on there, so [the Port] is very close to being there. IGM Blue informs that Berge is working on some new marina management software called the Molo Marina software. It has been fully integrated, staff is now getting in the last training session before we completely move each customer over to it. Previously, [the Port] had been using the Flybook but it was a little cumbersome for the marina and was not a good fit. It is a good fit for the campground and staff makes it work for events but trying to make [the Flybook] work for the marina was probably a bit of a stretch. There was something slightly exciting about that because staff did not have to learn a new system but it was tough. The Molo software is specifically made for managing a marina and sending out the billing on that and on the electrical, so it really makes it a lot easier. C Caldwell asks if it will work well with auditing and with what Chuck (Mosher) has to do. IGM Blue confirms that it does. P Groves brings up that the other concern about the marina that [the Commission] has not seriously looked at where its fees are, for a while. He remembers that the last time they did, which has been several years ago, [the Commission] found out that the marina was way behind compared to others. P Groves suggests take that up. IGM Blue reports that he did a recent rate study last year and what P Groves stated remains correct, the marina is way behind. C Caldwell asks if [the marina] is still behind. IGM

Blue replies that it has not changed, and it was behind then, so likely the marina is still behind. On May 10th, will be the first part of a four-part class on grant writing with MCEDD (Mid-Columbia Economic Development District. IGM Blue is sending Brittany (Berge), Chuck (Mosher) and Keriane (Stocker) because all three of them expressed interest. There will be ten (10) in-person classroom hours, two and a half hours for four (4) weeks in a row. It is up in the Dalles. The first class is "Grant Planning and Finding Grants", the next class will be "Grant Narrative", the next class will be "Budget Management", and the next class will be "Evaluation". IGM Blue states that no one specifically at the Port has the time to spend just looking and searching for and writing grants because the Port does not have anyone on staff that does that. Keriane (Stocker) and Brittany (Berge) happen to be the people who possibly might have a chunk of free time where they say, "Oh, look, I found something. I can spend an hour here writing or I can spend a couple hours here writing it?" IGM Blue believes it will be a good skill for them to have. He thinks that Chuck (Mosher) will probably not write as many grants for but it will certainly be part of the budgeting and managing pieces of that. IGM Blue adds that it does not sound like [the Port] is going to be the only people in town that are going to be attending, he saw a lot of interest from the City and also from some of the nonprofits here in town as well. He thinks there will be a good group of citizens going from Cascade Locks. VP Lorang jokingly says that if they all talk less, it will give Keriane (Stocker) more time to do grant writing. C Stipan comments that Janice Crane (Museum Executive Director) has really developed a grant writing finesse and has really built up the income in the history museum so kudos to her. P Groves also mentions that Sally (Moore, former Secretary) used to write grants for [the Port]. IGM Blue states that Brittany (Berge) has written some grants, [the Port] has had some folks that have done it, but it has never been a full-time job. Brittany (Berge) met with a representative of Buell Recreation to discuss ideas for a potential playground remodel expansion, emphasizing the area's historical, environmental and recreational significance. She is looking for grant money for this, particularly APRA funds, on this. It is just an idea of something that she has wanted to do for a long time and she ran into a company that will come out, map it out, build us a 3D model, point us in the direction of the specific grants that we can do, how we can get the community involved. It has always been a pet project of hers and so for her to find a company that would come out and work right along with her and show her how to make this happen for our community, she took them up on that so it will be exciting to see what they come up with and maybe how we can potentially get to that. C Caldwell praises that Brittany (Berge) did a fabulous job when (Commissioner) John (Stipan) and her were part of the Marine Park Master Plan Committee. C Caldwell states that Berge did a fabulous job telling them about all the work she had done. She is doing good. She did really good, so this is exciting. In respect to Events updates, something for the Commission to reference, there has been a few [events] that have already happened this year, which is very early and [the Port] is learning things. We are learning that it takes a real beating in our grass [when events are scheduled] this early. The Port had a race that went through the grass, and then it had the Easter Egg Hunt with a bunch of little eggs all over the grass. What [the Port] is seeing, is a lot of mud getting tracked into the Pavilion. IGM Blue expresses that there are new things that [the Port] needs

to think about when people in large groups are showing up to our park earlier and earlier in the season. [The Port] still has to continue to push for that because it needs that revenue, it needs those events, but it also needs to be able to understand that it comes at a cost that maybe it hadn't really thought of before. C Caldwell comments that [the Port] is learning as it goes. IGM Blue agrees. He also mentions that [the Port] has its first wedding. Jeanetta (Blue, Event Coordinator) is now also attending the Tourism Committee for the City and presenting the events that are happening in town. They asked to have a closer relationship with her and so she started attending those attending those meetings. Next in the GM Report, IGM Blue states that he reached out to all of [the Port's] consultants, which he intends to do going forward. Every couple of weeks, every meeting, he intends to touch base with each of them and ask them, "What did you work on for us this week? What are you seeing coming in next week?" Mark Johnson does that for us at every single meeting. It seemed like it was something we probably should be asking all of our consultants. He got updates for Moss Adams with a Strategic Business Plan Update and provided [Jessie Lenhardt's, Manager Moss Adams] email at the bottom. On the next page, David (McCurry) talked about the where he is at and the things that he has doing. IGM Blue says that he knows that the Commission always enjoys when people come in and present to us and ask them questions, however it is not always feasible and does not always make sense for them to do that travel. He thinks it will keep [the Commission] in the loop on what they are working on and what it is that they are doing so [the Commission] will continue to see those updates from the consultants. Regarding Merina+Co, this is their first time ever really providing information for us. They are working with Chuck (Mosher) and Melissa (Warren) directly. In the last couple of weeks, they said that they will help Port staff get information to complete the fiscal year-end audits, reconciling Capital Assets, Accounts Receivable, Accrued Interest. The exciting part about that is moving forward, they will continue to assist the Port with the 20-21 audit and give assistance with the June 30, 2022 audit. So, not only are we just getting 20-21 done but we are catching up well. Additionally, they will assist with preparing the Port's budget for the 23-24 fiscal year and ensuring the correct notices are posted to the upcoming budget committees. [Merina+Co] is really taking the lead on this and helping our departments or form the new sort of look at accounting and the way that we are approaching that. IGM Blue playfully states that he left room right at the bottom for the Maintenance report and turns it over to the Mohr. C Caldwell speaks out and says that she did not say during her [Commission report] but she would like to say "Thanks" to Todd (Mohr) and all his staff. Getting through Winter and all the cleanup inside of the park. And now that we are getting ready for Spring and Summer. [The maintenance staff] works hard and then she always wants to thank them for all their work. Mohr replies that he will let his staff know. He mentions that this winter was the biggest cleanup the Port has ever had, or at least since he's been at the Port. He informs the Commission that they are working on opening the park and that entails a whole lot of different things. He jokingly adds that they think they may not have to turn on the sprinkler system at all this year because we're going to have rain all the way through. The maintenance staff has finished up the sewer projects up at the Bridge of the Gods and has that functioning again, with the exception of the paving that will have to be done there. In

Business Park, they are working on getting some of that stuff that has been stored in Flex 6, which are new garbage cans, swings that were part of the grant. He is hoping in the next month to have all that stuff put out as well as signs that has to go up. The maintenance staff has moved out of 515 and is almost done with HVAC coverage. C Caldwell confirms that "515" is the incubator space, and that everything is moved out for the canoe club. Mohr replies that it is not ready for the canoe club. P Groves comments that he sees people there. IGM Blue explains that Gorge Canoe Club has been good neighbors about it. They had wanted to be in the incubator space the day after the Commission approved the lease, [the Port] said that they would be able to, the day after the Commission signed it. Unfortunately, IGM Blue made a mistake and realized that there was a large refrigerator in there that they had never moved from Thunder Island Brewing. So, Gorge Canoe Club is using the space currently, and the Port is working on having that removed and should have it done by May 1st. Mohr corrects IGM Blue and says it will be done by May 3rd. IGM Blue states that the general understanding has been that it needs to be removed and be disposed of. IGM Blue also wants to point out the hard work that Mr. (Mark) Johnson has done. He reports that [the Port] has started submitting for a Cap Construction award from the Oregon Legislature. It would be for a bathroom for the new parking area that has been awarded. Johnson has priced out a pre-cast concrete unit that comes with two (2) bathrooms that each have a coin-operated shower. This is something that will come before the Commission at some point in time, right now it is something the Commission can individually start thinking about, "What do I expect out of a bathroom up there?", "Do I want the showers?", "Do I want air dryers versus buying paper towels?", things of that nature. There is an attachment here, it is separated in terms of what he had specced out. IGM Blue reminds that it is not really asking for anything right now, this is Mark (Johnson) going and looking for money which he is amazing at doing. This is what he would like to spend it on. IGM Blue thinks that once [the Port] finds some money, [the Commission] might get a little bit more data on what those bathrooms are going to look like. He expresses that he thinks that it would be a good thing for [the Commissioners] to think about, individually. C Caldwell states that it is important that when [the Port] puts in structure like this, that it really makes sure that it is taking into consideration maintenance and how [the Port] is going to make any of these things because we can get these things in and then we are scrambling to try to know what to do. IGM Blue replies that the Commission will certainly have to have those discussions as a commission, once they know those funds are something that are available for [to the Port]. He advises the Commission to just be aware that that is what [Johnson] is going after. P Groves comments that one of the things that was brought up about this, and he cannot remember whether it was Brad (Lorang, VP) who brought it up, or someone else, but this bathroom can also serve whatever is above this parking lot, whether it is tiny homes or RVs, so [the Port] should probably want to, if we're looking for dollars, make this as nice as we can.

- 8) Executive Session under ORS 192.660(2)(e) Real Property Negotiations, ORS 192.660(2)(f) Discussion of Exempt Public Records and ORS 192.660(2)(h) Legal Counsel Regarding Litigation or Likely Litigation to be Filed
 - a. Recess from Regular Session, into Executive Session at 9:22 pm

- b.** Recess out of Executive Session, into Regular Session at 9:56 pm
- 9)** Adjournment 9:57 pm

Port of Cascade Locks

Port Commission President
Jess Groves

Port Commission Secretary/Treasurer
Joeinne Caldwell

Date Signed

Date Signed

Port of Cascade Locks
 Bill List
 From 4/14/2023
 To 4/26/2023

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|---------------------------------|---|----------------------|
| Building Innovations | Lobbing Services | 862.75 |
| Century Link | Phone Services | 32.74 |
| Cingular | Phone Services | 86.46 |
| Coburn Electric | Consulting for upgrading Campground | 800.00 |
| Crescere Marine Engineering | Repower of the Sternwheeler | 2,520.00 |
| Dennis Snyder Jr. Contractors | Tear up parking lot; Install line for sewer | 1,957.32 |
| Dept. of Revenue | Transient Room Tax | 408.59 |
| EMP Industries | New Dump Station | 14,177.07 |
| Gorge Portable Sanitation | Services | 198.50 |
| H.D.Fowler Company | Road Repair "Patch" for Marine Park | 639.04 |
| Hood River Garbage | Services | 734.47 |
| Javelina Trading | Supplies | 465.44 |
| JT Marine | Drydocking Sternwheeler | 70,003.22 |
| Miller Paints | Sternwheeler Paint | 1,064.82 |
| Moda Health | Dental Insurance | 736.11 |
| Moss Adams | 2023 Strategic Planning | 28,421.94 |
| ONSITE Supply House | Maint Supplies | 970.87 |
| Oregon Department of Revenue | Payroll Taxes | 3,179.31 |
| ODOT | Fuel | 469.06 |
| Pacer Propane | Propane | 336.29 |
| RADCOMP Technologies | IT Services | 4,121.43 |
| Ricoh | Copier Lease | 360.98 |
| ROTO Rooter | Service | 300.00 |
| Sierra Springs | Water | 200.73 |
| Special Dist Ass'n of Oregon | STD - LTD Insurance | 586.80 |
| Special Dist Ass'n of Oregon | Medical Insurance | 9,504.30 |
| SST/Security Systems Technology | Maint Supplies | 21.00 |
| Staples Business Advantage | Office Supplies | 323.21 |
| Streamline Software | New Web Site | 3,488.00 |
| STV Incorporated | Consulting Services for BOG | 6,616.27 |
| The Port of Hood River | Breezeby | 7,435.49 |
| Union Pacific Railroad | UP Railroad Lease | 13,069.95 |
| United States Treasury | Payroll Taxes | 8,074.80 |
| | | <hr/> |
| | TOTAL | \$ 182,166.96 |
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