



PUBLIC MEETING: Port Commission Meeting

DATE: Thursday **June 01, 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 6:02 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 – GM Jeremiah Blue, Secretary Keriane Stocker, Accountant Chuck Mosher
 - vii. Members of the Public – Brenda Cramblett of Cascade Locks; Zoom Attendees – Olga Kaganova, Carrie Klute, iPhone.
 - c. Modifications, Additions and Changes to the Agenda
 - i. GM Blue informs that there was an oversight in the agenda that was printed, and it should also include the approval of minutes for the Commission Meeting from May 18, 2023. He also requests to remove the executive session as there isn't one for the meeting.
 - d. Declarations of Potential Conflicts of Interest
- 2) Public Comment (Speakers may be limited to three (3) minutes)
- 3) Presentations
 - a. Legislative Update – Mark Johnson
 - i. Johnson asks if any of the Commissioners have seen the progress on the Harvey Road parking lot, as they started about three weeks ago. C Stipan replies that he had gone up a couple of weeks ago. Johnson relays that there has been great progress being made by the contractor, things are moving up there fast, they have leveled it and are putting in the infrastructure down at the bottom of the hill, the sewer and storm sewer and so it is going well. He points out that it is an odd thing for a port to randomly build a parking lot, but it isn't just a random project. In 2020, the Port obtained a Travel Oregon grant for \$25,000. Initially, the Port was going to put in a simple gravel parking lot. But then, the Port was awarded ARPA monies from Senator (Chuck) Thomsen and the legislature, they decided on doing a nice, paved parking lot with restrooms and that is what they are in the process of doing. Today, the deadline for using that \$25,000 was May 31, so the Port has written out a check today for \$24,826.32 which covers the majority of the city infrastructure fees and hookups for water. Johnson just wanted the Commission to know that the \$25,000 grant they had

obtained almost three (3) years ago has been put to good use now into that project. He comments that back in 2005, the Port wanted to put some money into a study on the feasibility of mountain biking as an economic development driver for the community. C Caldwell mentions that it was Pat Albaugh (previous Port Finance Director). When the study came back, it showed that mountain biking could be a real viable opportunity for Cascade Locks. So, the Port began a partnership with the Northwest Trail Alliance to develop a 26-mile mountain bike trail. It has only turned out to be sixteen (16) miles of bike trail, but it will tie together with the Gorge 400 Trail to provide some new opportunities and is going to be amazing when it is done. The permitting process with the Forest Service took years and years and years and thanks to folks like Paul Koch who pushed the process, and the Commission that supported it, the Port finally got the Forest Service to sign off on the permit in 2022. One of the criteria for that sign-off was that the Port would provide parking on that west-end of the trail. Harvey Road happens to be perfectly located for that development. The Forest Service is going to provide additional new parking over on Herman Creek Road, on the east side of the trail. It is a hope that the community appreciates that the Port is donating some really prime real estate for this parking lot because that land is also residential. The community should appreciate the vision and the dedication of the Commission to see this to fruition. Johnson also adds that the Port partnered with Northwest Trail Alliance and the Forest Service for a Oregon Parks and Recreation Development Grant which the Port has received and is trying to work on getting that thing implemented for phase one of that new trail development which is happening over at Herman Creek. He informs that there are three (3) miles of new trail that will be built by volunteers, there will be three (3) miles of new trail built by a contractor for \$149,000 grant that the Port obtained for that. Johnson does not think [the project] has been told well enough in the community. He adds that he does not think people really appreciate the great lengths the Port has gone to proactively put in recreation infrastructure. He remarks that it is going to benefit the city tremendously because it is going to take cars off the streets, and a lot fewer cars parking on neighborhood streets. The parking lot is the most critical piece of infrastructure and location in the Gorge, [that is where] the PCT comes into town, the Gorge 400 trail cuts right through, and the new Cascade Locks trail systems is going to take off from there as well. Johnson states that [the parking lot] is a nexus where all this comes together, concluding that the Port is going to provide great surface parking and eventually it will have wonderful bathrooms and showers. C Caldwell thanks Johnson for all his help. She comments that she remembers that the Forest Service were the ones that were spearheading [the project] and the Port was partnering with them to try to help them, but they were going to be financing all of this. Then [the Forest Service] started losing money and could not stay involved in this. Through Pat Albaugh's dedication and advice, really helped the Port see the importance of this project and the Port took over the financial responsibility and a lot of the permitting. P Groves adds that the Port had [already] exchanged property with the Forest Service, and it is a huge

process to change properties. Another issue was that the Port put \$100,000 into NEPA (National Environmental Policy Act) because the Forest Service to finish the [...]. Those two (2) issues were the Port's real involvement in the project. Johnson moves on to discuss House Bill 3622, also known as the Local Bridges Bill. It includes the Bridge of the Gods, the Burnside Bridge in downtown Portland and the Hood River Bridge Replacement Project. He mentioned that in the last meeting, he had informed the Commission that at the beginning of the legislative session, each bridge included in the bill started off with their own stand-alone bills. Johnson believes Burnside Bridge was asking for something like \$300M, Hood River was asking for about \$125M, and the Port was asking \$6M. The legislature advised them to significantly scale back the asks and only talk about what each project needed for the next biennium. Hood River Bridge scaled down to \$20M, Burnside Bridge is down to \$20M, and the Bridge of the Gods is still at \$6M. Johnson informs that the Chair wanted them to combine their efforts into one bill, which they did and [the Chair] called it the "Local Bridges Bill", as opposed to the other big issue, the I-5 Bridge Replacement Project. House Bill 3622 was passed in the Joint-Transportation committee with no opposition and is currently down in the Ways and Means Committee. Johnson also mentions that in September, the Washington Joint-Transportation Committee is going to be doing a three-day tour of all the Columbia River bridges, from Astoria to The Dalles. They plan to be in Cascade Locks on September 27th. Two (2) Transportation chairs, the House and Senate Transportation chairs, as well as 10-15 committee members will be coming down to do a hands-on look at the bridge. Due to this, he urges that progress really needs to be done on getting a bi-state bridge group formed and an IGA written. He re-emphasizes that this is not a plan for Skamania County taking over bridge tolls it is only a partnership to give Washington legislature a means to funnel money to an Oregon bridge. C Stipan mentions that a couple of meetings ago the Commission approved a letter to support House Bill 3622. He comments that a lot of people that he has spoken to have asked about the support letter, however he has not seen it. Johnson replies that it may have been regarding his testimony that he had given to the Transportation Committee for the bridge funding bill. C Stipan asks for clarification on Section 4 on the House Bill. Johnson explains that the July 1, 2023 mentioned is boilerplate language that accompanies most policy bills because there has to be an operative date about it takes effect. C Stipan asks, "From the layman's point of view, so this House Bill was already approved?" Johnson answers, "It was passed out of the Policy Committee, but the bill itself is going to continue. It is going to be the projects in [the House Bill] that are going to be placed in another funding bill. It was just a vehicle to get our request down to Ways and Means which are the guys that write the checks." C Stipan inquires whether the bridge strengthening includes the bike-ped lane. Johnson replies that it will not be included in the \$6M but it will tell how expensive it is going to be to add that. He explains that [the Port] really doesn't know the seismic resiliency quotient of that bridge at all. They don't know the soils or the PSI (pounds per

square inch) of that concrete that is there. There is a lot the Port doesn't know. The Port will first be learning all that data and then with the engineering involved, they can figure the bike-ped lane. Johnson explains that if more weight is going to be added, they have to improve the structure itself to handle that load. That is all the information that can be learned for the \$6M from House Bill 3622 plus the other \$6M the Port is asking from Washington. At the end of that process, then the Port can put a price tag on what that will be and then determine where to go to get it. P Groves reminds the Commission first passed this idea, they were asking for \$40M and this is where it has resulted, after being recommended to go for a smaller ask and then, in a couple years, look at it again and build into it. What the Commission did was ask for what they were advised that they might be able to get. Johnson concurred that the Port went with a "piece-meal" method, and this would be the first time that the Port received State funds. He also adds that once [an entity] is a project of record, the [legislature] wants to see these projects continue. C Stipan asks that Johnson earlier stated that the sewer was not connected. Johnson explains that they will not connect to the city sewer for the purposes of flushing into it until the bathrooms are there to connect, but the infrastructure coming up Harvey Road for the sewer lines and the storm sewer lines will be there so the residential property uphill can connect to it.

- 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 May 4, 2023
 - b. Ratification of bills in the amount of \$44,127.28
 - c. Approval of payroll for 05/19/2023 in the amount of \$39,444.27

VP LORANG MAKES A MOTION TO APPROVE THE CONSENT AGENDA AS STATED; J CALDWELL SECONDS.

- i. C Stipan makes a correction to the minutes from May 4, 2023. He notes that the minutes stated that he does not open his email until 5:45 pm but in truth, he opens them at 5:45 am. Therefore, he would like that stricken from the minutes.

VP LORANG MOVES TO MODIFY THE MOTION TO STRIKE THE VERBIAGE IN 7.a.i; J CALDWELL SECONDS; Passed Unanimously.

- 5) Commissioner and Sub-Committee Reports
 - a. C Bump has nothing to report.
 - b. C Stipan reports that he had a Fundraising Committee meeting with the Museum that went really well. He urges the Commission to volunteer to attend the Pony party, this year, on July 22nd. They are looking for sponsors, local businesses that can help sponsor the event, donations, etcetera. The Fundraising Committee will be meeting again on June 23rd to work out more of the details. The next board meeting will be on June 15th. They also talked about the Magical History Tour. They only discussed auction items as there is some hesitancy about where [the Museum] is going to have it. Until they decide on that, they are looking for donations for auction. C Stipan also mentions that

he believes that they have one more (Commission) meeting with him. He expresses that he really appreciates the rest of the Commissioners for coming up with solutions. He had heard and read the minutes for [May 15th] that President Groves said that they need to come out up with a solution, and that is what they have always tried to do, and he appreciates that.

- c. C Caldwell has nothing to report.
- d. VP Lorang informs that he went into Portland earlier in the day, down in the Clackamas area, and the company that built the container homes, Relevant Building, is down there, so he visited with the owner a bit and told them about the Port's thirty-five (35) acres of residentially-zoned property that is going to have a beautiful parking lot right at the trailhead for the PCT and [Gorge] 400. VP Lorang comments that [Relevant Building] has expanded their operations greatly, they have a lot more model homes, different models of their signature housing. The owner said they are working on a project similar sized to the Port's thirty-five (35) acres, down in Roseburg and mentioned that what they were working on is a kind of a land grant-type of model where the land is separated from properties. VP Lorang says he mentioned to the owner that the Port did not have any concrete design as far as what they are doing but that might work nicely for smaller homes. He comments that it might be a partnership that might work at some point, but he just wanted to touch base with [the owner] to see what they were doing, that they really expanded the variety of products, and the different types of things they're doing and felt it was a neat direction and [the homes] would certainly hold up well here on the Gorge.
- e. P Groves mentions that ODOT will be here in August for the Region 1 Act meeting, they will most likely want to use the pavilion. He states that it is a good time for the Port to discuss the intersection of Wa Na Pa and Toll House. ODOT has been talking about doing something for three to four years. He emphasizes that it really does need to be improved and a turning lane be put in. P Groves mentions that he has seen that the Port has been getting a lot of comments when the traffic backs up. He acknowledges that he understands but the traffic backups are normally 99% not the Port's fault. He brings up that on Monday there was an accident. C Stipan comments that he was stuck in that traffic. P Groves states that he brought a suggestion to Jeremiah (Blue, GM) that maybe there was something where, when in the area [phone notification] can pop up and offer a way for people to pay their toll right then, so when they reach the tollbooth all they have to do is show proof of payment. He also comments that he believes the Commission approved last year, at Jeremiah (Blue, GM)'s request, that the Port waives traffic under certain conditions. He asks GM Blue to clarify those conditions. GM Blue replies that he does not have the policy in front of him, but it is reviewed on a case-by-case basis. It has to do potentially with how many people working in the tollbooth at the time, whether there is a shift change that's happening, whether the accident has happened on I-84 and whether there are vehicles actually moving on I-84. If vehicles are not moving on I-84, it does not really matter where the traffic is, everybody is stuck. They will waive traffic through anytime an emergency vehicle comes through and has their lights; it is an "everybody-needs-to-go, get-out-of-the-way" situation. During winter, there are times where they will waive people. Sometimes the snow is really, really bad. People will come through the

tollbooth and find that I-84 is closed, the tollbooth will let those people through and not charge them; that is considered a waive-through. GM Blue states that they do as much as they possibly can to help alleviate that, in a situation like when the I-84 gets backed up and no vehicle is moving, all waiving cars through is going to do is put that traffic jam right at the T intersection of 14 and when the backup moves to the T intersection of 14, then they have a traffic jam that extends the length of the bridge and a lot of weight. When I-84 completely stops, the tollbooth acts like a sort of [ramp-meter], there is a sort of controlled traffic method that happens up there. If I-84 stops, it is just a matter of time before traffic stops again at the T intersection of 14, and they would rather have people stopped off the bridge. C Stipan mentions that he has seen Washington patrol on [the Washington] side, guiding traffic but he acknowledges that it probably does not entail a simple phone call. GM Blue states that they will also waive traffic if they get a call from ODOT or WSDOT. He adds that they tend not to view traffic [jams] as being dangerous as vehicles are going slower than they normally would be. Traffic [jams] are more of an annoyance that happens in populated areas more often than they do out here. ODOT and WSDOT typically do not view it as being dangerous, but if it extends for long enough ODOT or WSDOT will call them and ask to waive traffic and [the bridge] does when they do. C Stipan reiterates that the concern with the T intersection of 14 and traffic backing up on the bridge is that there will be too much weight on the bridge. GM Blue elaborates that it is not that the bridge cannot handle it, but when David (McCurry, STV, inc) does the calculations for the bridge, it has to be completely loaded up with the heaviest things that they could possibly have, plus some, but the long-term damage is what really adds up over time. P Groves adds that he is starting to get questions about the ethics situation on his self that was turned in by the previous general manager, Olga Kaganova, on a couple of his [...]. He has been working with the Ethics (Commission) and informs that it looks like they want to suspend this investigation based on information they are finding and information he has provided. P Groves wants everybody to be aware of that. His other concern is that there are a couple of local guys here that are playing some dirty politics as far as he is concerned. He states that Travis Preece, who owns the restaurant here, and Mr. Kim [...] is making comments about a fellow who graduated and grew up here in Cascade Locks and had been a [...] adjuster. His dream was to come back to Cascade Locks, lease some space from the Port to put a [...] adjuster together. P Groves informs that this person is a disabled Vietnam veteran and a lifetime resident of this community, grew up here, graduated from school here in 1967. He has a [...] adjuster and has gone through all the legal processes with it and has been working hard with investors. P Groves states that the person was doing pretty good with the investors up until COVID. P Groves thinks that it is a real shame that people are picking on a disabled veteran and make it sound like he is doing something wrong.

6) Business Action Items

7) General Manager Report

- a. The General Manager report is provided in the packet. GM Blue expands more on the Emerging Opportunity Grant that he has applied for. He mentions that it will cover any costs the Port incurred between December 1, 2022 and June 30, 2023, so he will be able to use it for the new engines, the keel coolers, the drydocking, and all of Mr.

Troutman's consultation. A lot of the money the Port has spent on the repowering of the Sternwheeler, the grant would be able to reimburse. This would also allow the Port to reserve the ARPA fund for different projects. He mentions that some of the other parts of the repowering project are going to come after the deadline to spend the money, so the Port is going to have to pay for some part of it in the end. It also leaves him a gap that he will need to fill with some projects that are doable and doable in a short period of time. He informs the Commission that earlier in the day, some people from Selfridge, the company that did the interior of the ship in Hood River, came out to look at the Sternwheeler. They identified what they thought was reasonable to get spent and that could be completed in this amount of time. They decided on new carpet and most of it is going to be a close replacement to what is already on the Sternwheeler, as the desire is to keep the aesthetics the same. There will be new wood flooring downstairs, and potentially wood flooring instead of carpeting upstairs, and new ceiling tiles. Selfridge suggested epoxy flooring, possibly with the Sternwheeler logo, to replace the orange flooring that goes where the buffet sits and into the galley. With these impressive updates, they can interest more operators and potentially increase ticket prices. GM Blue thanks Michael Held from Business Oregon for helping with the grant. C Stipan asks how much the grant is for. GM Blue replies that it is \$555,000 however he does not know that the Port will get all that amount. C Caldwell also comments about the Sternwheeler, saying that there has been years of commissioners and staff that did not have the will to make things happen, and she just wants to say that it is really refreshing to see the will to this vessel do what it was built to do. GM Blue gives thanks to Brittany (Berge, Special Projects Coordinator) and all the staff for helping, Steven (Hammrich) and Nikki (Adler) who has spent so much time cleaning the Sternwheeler. The Coast Guard was on the Sternwheeler on Friday for an inspection so that the Port could get their COI (Certificate of Inspection). Besides needing to replace one lifejacket, which has been ordered, the Coast Guard commented that the boat has not looked so good in eighteen (18) years. Before closing, GM Blue mentions that they still need community representatives on the Economic Development Advisory Committee.

8) Executive Session under ORS 192.660(2)(e) Real Property Negotiations and ORS 192.660(2)(h) Legal Counsel regarding Litigation or likely Litigation to be Filed

9) Adjournment 6:57 pm

Port of Cascade Locks

Port Commission President
Brad Lorang

Date Signed

Port Commission Secretary/Treasurer
Albert Nance

Date Signed