



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 a 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