



PUBLIC MEETING: Port Commission Meeting

DATE: Thursday **March 04, 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, Accountant Chuck Mosher, Accounting Specialist Melissa Warren, Secretary Keriane Stocker, Attorney Tommy Brooks, Government Relations Consultant Mark Johnson
    - vii. Members of the Public – Brenda Cramblett of Cascade Locks, Carrie Klute of Cascade Locks, Gary Munkhoff of Cascade Locks, JoAnn Wittenberg; Zoom Attendees – Diane Amoth, Hallie Ballou, Jeanetta Blue, Steve Jones, Caroline Lipps, Dave (Lipps), Chris Matlock, John S Cascade Locks and iPhone.
  - 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 of Cascade Locks opens with thanking the Commission for giving an opportunity for the public to comment. She mentions that as she was reviewing the agenda packet today, she noticed that the Ixtapa lease was not attached to the packet. She was wondering if that was standard practice not to provide that to the public to review before it is approved by the Commission. She adds that she sees a better opportunity for transparency to the community, to give them a chance to review what is being signed up for. Just so [the community] can see if it is going to be bringing in revenue, how much revenue, what is the cost of customizing Ixtapa or the cost for the Port? And where is the break-even point? There are a lot of questions. Klute expresses that it is an exciting opportunity and that it would be fair to provide that information to the community beforehand. Additionally, her next comment is not on the agenda, but she does know that after talking to a lot of people, the community is anxious to know what the status is with RoundHouse. She asks whether [the Port] has considered other potential opportunities or ways to reach out with advertising to a wider market to see if we can bring in other things. P Groves asks in return whether she has any ideas. Klute replies that she has heard ideas floating around about supporting local microbrews for cold storage. She admits that she would have to do more research on the marketing but the potential is out there. P Groves comments that he didn't mean

to put her on the spot, but he emphasizes that he says the same thing every time, "You got an idea, bring it forward." Klute answers that she will definitely do my research on that.

- b.** Brenda Cramblett of Cascade Locks begins with stating that our world has a problem with social media and people trying to destroy people's lives by social media with what they say. She thinks that through the news [and] social media, people are getting tired of it. Cramblett hates to see people's lives destroyed because somebody does not like them. And one word or one false statement can destroy people's lives, even if it may not be true, or if it's true, that it can destroy people's lives. Cramblett reads an excerpt and explains that it uses the tongue as an analogy for social media, "The tongue is such a small member of the body but it can accomplish major things. It would be wonderful if all those things were good, but they are not the tongue can ruin relationships. And some people never get that. Sometimes couples even get divorced over things they have said to each other. Words can be terribly wounding and some people never recover from harmful comments others have made. The tongue may be a small part of the body, but oh how powerful it is. Let us remember that the power of life and death are in the tongue and social media. Thank you."
- c.** Gary Munkhoff of Cascade Locks expresses that he has a concern about some of the statements that were made by Commissioner Lorang on his re-election information that was sent out, specifically concerning the Sternwheeler and it being a bad decision to not renew the contract with AWI (American Waterways, Inc). He would like to see the Port set up a public meeting and would like to see [VP Lorang] defend that (statement) in front of the public. As a member of the (Sternwheeler) committee, Munkhoff resents the fact that [VP Lorang] made that statement. He states that [the committee] did not make a bad decision and thinks [that VP Lorang] should have to defend that statement in public.
- d.** P Groves thanks the public for their comments. He states that although he appreciates their concerns regarding the Ixtapa agreement. It has been out there for a while and has just been decided into what [the Commission] thinks is a workable piece of legislation. It has been taken up at the level of the Economic Development by the former manager, Olga Kaganova. The points were explained, and [the committee] decided to move that onto the Commission. P Groves wishes that they could have gotten it out sooner, but they are always at the mercy of trying to make things happen and also get things right legally on a piece of paper that protects the Port. P Groves addresses Klute, personally, "If you move on, if you get elected, you're going to find the same kinds of things are going to happen. There's nothing tricky about it. I have it right here. If you want to look at it. I'll be happy to hand it over to you." P Groves adds that [the Port] went for sixteen (16) years with that space, for nothing. The people that took that space paid the Port, nothing. But by the same token, the Port had to pay for the maintenance of that space, for the upkeep, over that same period of time. That was not a good decision at all. [The Port] now has the opportunity to lease the space. He points to the blueprint behind him, and states that Ixtapa is probably going to put \$100,000 into that space. And emphasizes, "Not the Port, Ixtapa." He continues to add that [Ixtapa] will put in new kitchen equipment, new seating, new things like that, to make that a nice, viable restaurant for the community. He recounts that, [the Port],

during the Sternwheeler operation for the last sixteen (16) years, [the Port] never charged a dime for the dock, for the building or the parking. The Sternwheeler Committee, and the Commission approved this as well, decided we wanted to do a contract that was going to make the Port some more money and more opportunity, so the idea that this is a bad decision ... Klute interjects to state that she did not say it was a bad decision. P Groves acknowledges that she did not, but that somebody did. He asserts that he has been sitting on this commission for years and has never seen such ludicrous stuff that is being said in this community. VP Lorang comments that the Port did not get nothing. The contract with AWI, everything was included, the Sternwheeler, the facilities, etc. and [the Port] did not get nothing for it. To say that [the Port] got nothing for the building when it was in the contract [as] a package deal. It was all rolled into one big package. That does not mean [the Port] got nothing for it. Instead, [the Port] has a Sternwheeler that [it] is putting over a million dollars into a plan. If [the Commission] signs this lease, the modifications to make what's left of the building usable for our purposes for the Sternwheeler, it leaves [the Port] no place to operate out of, and a lot of the modifications that we will do the building could be in excess of \$150,000. VP Lorang emphasizes that [the Port] is getting a smaller return for a large investment upfront. In his mind, that is not the kind of thing he thinks of when he thinks of a good business deal. VP Lorang also thinks that [the Port] is also shooting [itself] in the foot if it intended that the Port is going to operate the Sternwheeler. It will need a facility to operate out of, [the Ixtapa lease has] left nothing. Ticketing area, seating, staging area. That building served [the Port's] purposes very well for a long time, as a waiting area, for ticketing for all of those needs. Instead, [the Port] is going to get a small return and having to put a large investment on what's left of the building in order to make it usable again for our purposes. He does not call that a good investment when [the Port] has to put \$150,000 or more into a building because you have now sold out most of the building. VP Lorang states that he does not think it was thought through and has argued that point repeatedly at the Economic Development sub-committee and at the Sternwheeler sub-committee and it all falls on deaf ears because nobody thinks of the impacts. P Groves disputes that sub-committees have thought of the impacts. He counters and also says, "Half of the things you just said, you don't know what you're talking about. Period. Okay. All right. Absolutely. You don't know what you're saying." VP Lorang replies, "As far as saying, in my opinion, things are a bad decision, then I guess ... " P Groves interjects and asks [VP Lorang], "When you start talking about monies and spending, where are you getting this numbers from? Where are you picking these numbers out of the sky from?" VP Lorang asks if P Groves would like to give him some alternate numbers. P Groves states that he should be asking for alternate numbers. P Groves adds, "That's what we do as Commissioners. If you've got a problem with numbers, ask these guys about numbers." VP Lorang answers, "I actually did. And that's where I got the numbers." P Groves turns to IGM Blue and questions him if VP Lorang got his numbers from [the staff]. IGM Blue asks which number he is talking about. VP Lorang replies that it is the ballpark figure that it may take to do the building. P Groves remarks that if VP Lorang got his figures from the staff, he does not know about it. He states that the numbers he has is that AWI paid [the Port] \$65,000 a year. VP Lorang replies, "No,

I'm talking about a number that will cost the modify [the building]." P Groves retorts that he just said that Ixtapa will be paying for that number. VP Lorang contends that it does not include the rework of what is left of the building so that [the Port] will then be able to use it for the purposes of the Sternwheeler. P Groves asks what rework he is referring to, he has not seen a plan for rework. IGM Blue comments that he thinks the number that is being discussed is the work that is going to need to be done in that small office area. A debate ensues about the clean up of the small office area. VP Lorang adds that [the Port] will have to redo all the entrances. P Groves comments that he does not know where VP Lorang is getting this information from. C Caldwell adds that she does not either. VP Lorang replies, "Okay, you're gonna pass it anyway, so there's no point ... " P Groves interjects that it will if that is the majority here. C Caldwell states that as she understands it, the entrances are exactly the same. The Sternwheeler will be boarded on one door and the restaurant will be at the other door. There is no change. P Groves turns to Munkhoff. Munkhoff comes up again as he did not use all of his three (3) minutes to speak earlier. He comments that as far as the Visitor Center, one of the conditions that they asked AWI, was to pay some rent on the Visitor Center. They refused to do that. [The Port] also asked for some money for the parking lot. They refused to do that. It is not like the Port was getting anything from the Visitor Center. [The Port] asked AWI specifically to pay money and [Dan Yates] refused. He did not negotiate, he just refused. And he turned the contract down, the Port did not cancel the contract. "Also," Munkhoff adds, "AWI did not pay enough maintenance. [The committee] spent weeks going over what it costs to run that sternwheeler and we gave [Yates] a fair number. He refused that number. And now you see what the boat is without getting the money that it takes the good about running smoothly and working decent. [Yates] did not do it for sixteen (16) years. He refused to do it for the next ten (10). We did not make a bad deal." VP Lorang replies that time will tell. Munkhoff beseeches that VP Lorang give numbers, stating, "I have given you numbers, in public, that we went through that he refused. Now you can tell me and tell the public why that was a bad deal. We know exactly what it costs to run that boat and he refused it." VP Lorang replies that "It was a bad decision because it puts the Port at risk, first of all. Secondly, we have no plan moving forward from the Sternwheeler, that's viable, in my mind. We're getting rid of our staging area." Munkhoff argues that the Port is not, that the building is still there and there is space allotted for it. VP Lorang replies that still waits to be seen.

- e. Dave Lipps of Cascade Locks voices his concern that if the Port is going go through with a giant change of that building, making more entrances, making more parking, major changes of use, he wants to remind the Commission that those things do need to go through the Planning Commission. [The Port] cannot take a building that was mostly a small retail zone, greeting area and then suddenly put in a much larger restaurant, much more seating and then add more entrances to the building. If [the Port] is going to have two (2) businesses in there, [the Port] will need to go through [...] and planning. [The Commission] has to make sure [the Port] does not put the cart before the horse. Also, in this whole process, Lipps wants to advise the Commission that the more important thing is figuring out how the Sternwheeler is going to be a viable business moving forward. He thinks that [the Sternwheeler] is the much bigger

fish to fry than how to rent out that building to a restaurant that is a very easy thing to do. How the Sternwheeler operates and sustains itself as a business, [there] is much more money involved, it is much more complicated with getting groups of people in and how to charge them and everything. To rent out that building to a restaurant, Lipps feels like it is a little short-sighted, and is one of the reasons why he is working on [the] recall. It is because [he] feels like there has been a lot of short-sighted vision done by the Port Commission in the last year is with these deals just like this, where [the Port] is renting out the building but there is no sustainable plan or business for the boat. And, instead of having a business like AWI, who is providing jobs for our community, willing to repair the boat and also rent the building, now [the Port] is having to figure out what they are going to do with the boat, repair the boat themselves, and it just seems like it is a hodgepodge of plans put together with very poor business planning, and really hoping that things work out. Lipps comments that the last time the Port of Cascade Locks ran in the boat, it ran quite a deficit when it was running [the boat] itself. There has been a lot of talk in town about the Port running the boat itself, instead of having an operator for the boat, and Lipps thinks that it is a money-losing operation and should not even be considered. He ends by restating that this is one of the reasons why he is working on the recall. P Groves comments that [the Port] certainly considered him, and TIB. Lipps replied that we [Thunder Island Brewing] put \$70,000 of investment into the building. P Groves asks him to stop as Lipps had his turn to talk. P Groves points out that [the Port] helped them [Thunder Island Brewing] get their business going. He also states that he wants everybody to know that there was [...] in there and the boat was running that restaurant. He declares that this is not a new project and points out that the blueprint behind him does not show any new entrances or exits or anything like that, the same ones that are there are currently there. He comments that he does not know where all this is coming from. P Groves adds that there was a reason back in the 80s that the Port was not successful in running the Sternwheeler, but that was a lot of years ago. Now, it is being said that the Port or whoever [the Port] gets to work with that sternwheeler, cannot sell tickets on that boat. He states that he does not think that is a fair statement, either. "Everybody's an armchair quarterback [...] when you get up here and have to make decisions, right? Decisions for the Port, the Governor, the Senate, the President, everybody else has made statements, and I have them if anybody want to see, how well the Port has done over the past ten (10) years with decisions that we've has made." C Caldwell adds, "The last sixteen (16) years, the Sternwheeler and the activities that have happened here because of tourism, and I don't discount AWI's involvement in bringing people on that boat, but people were here, and people were wanting to come here. The proof of that boat, and I think we have a look at what this vessel can do for tourism. It made \$34 million for AWI over a sixteen (16) year period. That is equivalent to what the bridge has made to take care of what needs to be taken care of. The Port, in that contract and partnership that we made, and I think we did write a poor agreement with them over a sixteen (16) year period, the Port received \$1.2 million. With that \$1.2 million, we put in \$300,000 (worth of) pilings to so that the boat could still dock, because the pilings were going to break down. And the Port went to Dan Yates and said, 'We're partners in this' and 'Are you

willing? We would like to have you partner with us in the payment of doing this.' And 'Hell no' is what Dan Yates said to us with that. What did Dan Yates do after we got the pilings in? He had an individual \$6, \$7 per person, it started at \$4 maybe and then went up to \$6 or \$7, for every individual that went across the dock, which was the Port's dock, we went to him and said, 'Okay, you can do that. We are your partner, let's share in that if you're going to do that.' He said, 'Hell no.' I just want people to understand the relationship that happened over a seventeen-year period that the community doesn't know. Over a sixteen-month period, we got done with the contract, we wrote a contract that absolutely showed the value of the Port and said, 'We are just looking for a good partner and a good partnership.' And when we came back and said 'Here's our bottom-line, and we don't want to give it to you [for] the same sixteen (16) years because it wasn't a good partnership.' We value where we are, we value this boat, we the land we own, we value the forty (40) [years], because before they were here for sixteen (16) years, the Port ran it for twenty-three (23) years, and it already had developed its iconic mark and so that helps with that. So, they got all of that with their deal with us. We were just asking to say, 'Let's be good partners together and let's get through this.' And they chose that they wanted to have the same kind of exact contract that they had, and we asked them for a fair contract. They chose not to go with it." C Caldwell adds that when people say that [the Port] cannot run the boat and we will go bankrupt. C Caldwell states that all she can say about that is, "Depending on our staff and the commissioners, and the community, when you have the will to do something, you can work together to make something happen. But if you don't have that, well then lots happens that you don't want to see happen."

- f. Caroline Lipps of Cascade Locks first states that "Contrary to what (President) Jess Groves and Joeinne (Caldwell, Commissioner) would like to say, they actually made our lives very difficult as business owners of Thunder Island Brewing or 'TIB' as they like to refer to us." Lipps states that their experience was really poor working with the Port, due to their [Groves' and Caldwell's] involvement in making decisions, and honestly, the Port general manager should have been leading. She agrees with Dave (Lipps) that what he was saying is right, that this is a cart-before-the-horse situation with Ixtapa. She states that the Port gave them a two (2) year lease with an option for a third at the old Thunder Island Brewing space over multiple instances with the condition that [Thunder Island Brewing] obtained a conditional use permit. Lipps informs that if Ixtapa were to go into this space, they would also need to get a conditional use permit. Lipps points out that at the time, and that it is actually ironic that Gary Munkhoff is [present], but he made it very clear that the Planning Commission at the time was not going to allow for additional retail uses in the Marine Park Zone due to the zoning regulations. She cautions the Commission that this is election season right and there are several Port positions up for election and we also have a very active recall going on. She urges them to please use their judgment and do not make rash decisions. Lipps declares, "Don't lock our community into bad deals. Jess, you like to promote the fact that you've been a Port Commissioner for 30 years. Well, guess what? Sixteen of those that the Sternwheeler was here was part of your doing. And so, I don't know if we have competence in your ability to lead and make good business decisions. That was a bad business decision, according to you. But that

was also under your leadership. So, I urge you to caution yourself and not make big decisions on behalf of our community right now because we have lost faith." P Groves responds that facts get obscured as he was not on the Commission during that time. He reports that he was on the Commission when it was built and he was proud of that. P Groves would also like to say, "I will be glad to share the minutes of meetings between the Commission and you and David to see where the contention was. It sure as the heck wasn't with us. We were just trying to keep you guys to your agreement." Lipps responds, "No, do not gaslight me. That is not okay. You were paid \$18,000 by Nestlé." (Lipps is muted by staff). P Groves informs that she had her opportunity to speak and he was now having his. He continues to say that anybody who wants to see the minutes of those meetings or listen to the tapes, to see how [Thunder Island Brewing] brought in groups of people to harass the Commission and things of that nature, he would be happy to let them do that. C Caldwell states that she wants to say one thing because the recall was involved in this conversation about her and [P Groves] and about what she feels about this recall about Jess (Groves, Commission President) and herself and where it's coming from. C Caldwell professes that (she doesn't want) the fever of resentment, fear and worry and that her hope is that people will not make decisions based on other people's resentment, worry and fear, that they really will make decisions based on the facts. (Dave) Lipps responds that the fact is about [their] lease is you [the Port] would never continue it past two years. (Lipps is then promptly muted by staff).

- g.** JoAnn Wittenberg of Cascade Locks: Wittenberg opens that she has lived in Cascade Locks for sixty (60) years plus and points out that sometimes [people] say things out loud, that our tension gets up and we say things that we don't really need or off the top of our heads, because we're not thinking very clearly when our blood pressure is rising. She comments that there has been a lot of talk about the past and what decisions were made. She, as well as Jessie (Groves, Commission President) remembers when [the Port] got the Sternwheeler and Rodger Schock was so proud of that. He worked at Nichols Boat Works and was a welder and he made beautiful things all around Hood River County. She mentions that maybe Brad (Lorang, Commission Vice-President) heard of him because he was an iron worker and he made lots of porch things and fences and stuff, beautiful things and he was so proud of the Sternwheeler. And it ran well for quite a while that the Port ran. Wittenberg informs that when talking to Randy Holmstrom, the budget that he had to run the boat also had to pay for the whole park. She explains that [the Port] took a lot of things out of his budget that didn't just relate to the boat and if you go back as well, as Jessie (Groves, Commission President) said, go back and look at all the minutes and go back and look at those facts. If you look just at facts and figures of running the boat, and as first twenty (20) years, then you would know, you'd have to take out all the other costs that they attributed to the boat's budget and the same with other budgets that we've talked about since then. And so, if [anyone] needs to talk about such things that have happened in the past, you need to have facts and figures, not just feelings. P Groves apologizes that his blood pressure went up. He comments that there was a Sternwheeler meeting last night and they discussed some of the mistakes that were made by the Port back then. He states that, when [the Port] bonded the boat in the

early in the mid-70s, the interest rate was 17% or 18%. [The Port] almost did not do it because of that, but they went ahead because they had a million and a half dollars they got from the Feds when they built the boat. It was hard for the Port to make that payment that they had to make on the boat at that time. During Dana Walker's time as manager, he actually made money with the boat, but the Port made a decision along the way to purchase a second boat called the "Rose". [The Port] had an office in downtown Portland in Albers Mill with seven (7) people working in it. P Groves explains that those were things the Port felt they had to do at the time which did not work out the way they wanted to during that time. So, there was lots of reasons. He recognizes that Dan Yates did market the boat pretty well and also paved the way for [the Port] to understand how to go about doing that, too. [The Port] is currently discussing a couple of ideas of running the boat, where the Port may have a part in it, or partnership in it. He discloses that he is speaking unofficially as it has not been brought to the Commission, yet and it has only been talked about it at the Sternwheeler-level. But adds that it will be talked a little bit about later tonight. He urges people to look at the numbers, to look at the history, look at what [the Port] did right and what they did wrong. He thanks everybody for their comments and again apologizes for getting high-blood pressured. P Groves explains that he is pretty passionate about the Port and about what the Port does.

### **3) Presentations**

#### **a. Hood River County Energy Council Budget Request – Lindsay McClure**

**i.** McClure briefs that she and Eric Strid (Co-Chair, Hood River County Energy Council) are here to inform the Commission of what they have planned for the upcoming year as well as a budget request from the Port of Cascade Locks in the amount of \$5,000. P Groves states that he is thankful for everything the Energy Council does but points out that Cascade Locks is unique in that they get their power directly from Bonneville Dam and the City itself has the utility and makes dollars off of the utility. He personally thinks that the reason the Port has donated to the Energy Council over the years is because they think that the council has done good things. P Groves admits that right now is not the best time to ask the Port as they have not started their budget process yet. The Port needs to take a really good look at what is going on with their budget and where they are and figure out where and how they can help out because the Port likes to support things to help the community.

#### **b. Legislative Update – Mark Johnson**

**i.** Johnson informs that it has been a really busy last couple of weeks. He starts with talking about the Bridge Seismic Strengthening Program project. The Port has been asking both Oregon and Washington for funding to get the program moving. Johnson specifically wants to discuss the Oregon request, which is \$6M. He received a call last week and summoned to the office of the committee chair, along with the lobbyist for the Port of Hood River as well as the with a lobbyist for Multnomah County. They were requested to have all the asks put into one bill by Friday, 05.05.23. They were able to complete the bill which is presented in the packet as Bill 3622 which includes the asks for the Earthquake Ready Burnside Bridge project, Hood River Bridge Replacement project and



Bridge of the Gods Seismic Strengthening project. The bill includes the Port's original \$6M request that we started back with this session. He reminds the Commission that they were asked to submit a scaled-back request a few weeks ago. The Port of Hood River and Multnomah County scaled back their request a bit and because [the Port's] ask was underneath their threshold, they just stayed at the same amount. Johnson expresses that he feels good about where they are at. Johnson reports that there is a letter of support in the packet that they want to send to the Presiding Officer, meaning the Senate President and Speaker of the House. The second item Johnson would like to discuss is related to the parking lot for the Bridge of the Gods Trailhead. What he would like to do is bring this request down to Salem and try to get this in the Christmas tree bill as a standalone allocation for just the bathrooms. Johnson reports that the ask would be \$178,000.

**C STIPAN MAKES A MOTION TO APPROVE LETTER OF SUPPORT FOR HOUSE BILL 3622 AND THE BRIDGE OF THE GODS SEISMIC STRENGTHENING FUNDING REQUEST; C CALDWELL SECONDS; Passed Unanimously**

**c. Bridge Report – Chuck Mosher**

- i.** IGM Blue explains that this report is typically the one he gave as Operations Manager and is based on the projections that [the Port] did after the toll increase and how well they have been meeting those projections. IGM Blue states that he knows that one of the first things the Commission is going to ask is how it splits out between the [Port of Cascade Locks] and the (Port of) Hood River. He will have that for the Commission, next time. Mosher reports that the bridge is projected to come out \$100,000 under the budgeted amount of \$3.3 million. IGM Blue adds that the bridge is always weather-dependent and they tend to miss the projection during those (winter) months. Last year, [the Port] made projections with considerations to how many people would move over to the BreezeBy system after the toll increase and a lot of work went into making sure. The assumption was made that customers had already moved to BreezeBy and there were not a lot of customers that were still paying cash. He points out that it highlights how much tourism comes into this town and how many [customers] get [to the bridge] do not know what BreezeBy is and will probably never cross this bridge again, or will come back when they see how beautiful this place is, but it is not daily crossings. IGM Blue admits that he feels pretty excited about our projections and am willing to say that if they have a decent next couple of months, the bridge will not be \$100,000 behind but closer to \$50,000. He thinks the Port should be pretty proud of the numbers that we put together and the fact that it hasn't landed or impacted locals, to a large extent. This has mostly been the folks that we're really targeting in this which was the bigger truck traffic, which is hard on the bridge, as well as the out-of-towners. IGM Blue offers to gladly sit down with anyof the Commissioners to go over the report. Or they can go to Chuck (Mosher), as going forward to this will be his report. They will add the breakdown of how much of that cash that we take in winds up in (Port of) Hood River's pockets, to this report. P Groves points out

that comments were made about the bridge toll increase but they were not raised on the locals, if they had BreezeBy. IGM Blue states that he is correct. P Groves prompts IGM Blue to answer why the Port raised the bridge toll. IGM Blue replies that the Port raised bridge tolls to balance the budget. P Groves states that he wanted that to be understood. C Stipan praises IGM Blue as starting as the Bridge Manager and progressing (to the Interim General Manager) and how he has learned everything there is to know. He is really proud of him. C Stipan also comments that he is glad that Chuck (Mosher, Accountant) is here because the Commission needs numbers like those presented. C Caldwell also adds that she is thankful for the visual (graph) as it really helps her understand the numbers better. P Groves admits that he was concerned about (the projection) a few months ago, but is glad that it has improved.

**d. Museum Grant Report – Janice Crane**

- i.** Crane opens with a recap on the operations of the museum. As the Museum is functioning as both the Cascade Locks Visitor Center and as the Cascade Locks Historical Museum, she has information for the Commission from a tourism perspective and from a museum perspective. Crane is happy to report that visitors traffic last summer was back up to 99% of what was normal before the pandemic. The museum has expanded its operating season. They are now open for all of March through all of October and is seeing a pretty significant increase in foot traffic in the shoulder season and is really wonderful to see. Last summer, the Museum collaborated with ODOT to facilitate in-person pickups for the Waterfall Corridor permits. For this summer, ODOT is not requiring permits on the historic highway. The museum will now be offering the Multnomah Falls Parking Lot passes which had only been available through Recreation.gov. The museum is hoping that that will bring more folks in and also, it will improve access for our community to be able to go to Multnomah Falls in the summer. Last year, the museum had one seasonal rotating exhibit which was a lot of fun for Crane, personally. They did one called “Now Entering the Uncanny Valley” in which they collected up all of the dolls and the mannequins in the museum and put them in one room. The museum also published the book, “Images of America: Cascade Locks and Canals” came out August 8<sup>th</sup>. They also hosted the 160<sup>th</sup> birthday party for the Oregon Pony, and that event was so fun that the museum is going to do it again this year and just make it an annual birthday party for the Oregon Pony. The museum has also been hosting bingo nights and trivia nights and our local breweries and the next trivia night is actually coming up next, on Thursday the 11<sup>th</sup>. The theme is “Are You Smarter Than a Fourth Grader?” and will go through the fourth-grade state history curriculum, which has changed a lot in the last several years and should be a good time. C Stipan comments that they appreciate it when she schedules them on the nights they do not have Port meetings. Crane informs that, this summer, the museum is open 10 AM to 5 PM, Thursday to Sunday. They are still closed on Tuesdays and Wednesdays. She restates that they have opened earlier for this season. One of the other fun things that they have seen this Spring is a

significant uptick in local residents coming to the museum. Typically, the visitation (rate) from the local population is about 3% of our visitors, in the spring it had been 16 to 18%. A new exhibit this summer is about the Cascade Locks schools and that is starting with like the little one-room schoolhouses and going all the way through the high school. The museum received a lot of really great donations from the alumni. They received letters, flyers, a set of 1960s [...]. They also acquired all of the yearbooks available for people to come take a look at. Another exciting exhibit is that the museum has opened up the upstairs bedroom so visitors can walk all the way around the upstairs now. Crane feels that that's really improved our visitor experience and definitely improved visitor flow. The museum has some upcoming events. The Pony party that will be on Saturday, July 22<sup>nd</sup>. They have also gone ahead and set the dates for the next several local history trivia nights. Those will be September 14<sup>th</sup> and November 9<sup>th</sup>. Crane expresses her thanks to the Port for letting the museum use the pavilion for their Magical History Masquerade this year. It will not be a tour because the Sternwheeler will not be available. [...] will do our fundraiser and it'll be in the pavilion instead. Other collaborative projects that the museum is working on, the Columbia Gorge Museums Pass is back for 2023. And what that is, is a punch card where visitors get admission for four (4) people to (ten) 10 museums in the Gorge for \$99. The museum also participating in the Oregon Heritage Plan evaluations. Oregon State Parks is doing a strategic planning process. They are doing a three-year survey project where they have targeted museums of different sizes, different populations and different types to see how they can support different heritage organizations in meeting the statewide goals for interpretation and preservation and all of the work that we do. The Cascade Locks Historical Museum was selected for that process and have completed one of the surveys and will do that annually moving forward until the project is complete. They are also participating in the Arts and Economic Prosperity Economic Impact survey, which is a project between the Columbia Gorge Tourism Alliance and The Dalles Art Center and the Americans for the Arts. They are collecting really detailed financial data on a voluntary basis from people who visit the museum. Visitors come in and they are given a little one page sheet which they fill out like. Example questions are, "How much money did you spend on gas to get here?" "Did you go to a restaurant?" "Did you stay overnight?" "How much do you spend on that?" The survey gathers data that shows what the cultural tourists in the Gorge are spending in our communities and that will be really good to have for those grants. Another important project that the museum did this year was that they were able to leverage the Port's support to apply for a grant from the Braemar Charitable Trust, and they paid for the museum to do their strategic planning process. They have their completed plan and Crane is very proud of it. They were also able to partner with Union Pacific Foundation to bring in a second year of capacity building funds to the museum and keep that second full-time position. In the last Museum Report, they talked about a capital campaign, that has been delayed indefinitely, but "identifying appropriate facilities" was identified as being the

targeted most important thing for their strategy. Whether or not that is the “Old Hardware Store” building or something else remains to be seen. But that is what they are planning to work on moving forward, figuring out where they are going to go, what's going to be an appropriate [...] and how can they make it happen. In numbers to show their economic impact for the year, they are trending towards surpassing their economic impact from last year. The museum is at \$110,000 in economic impact for this year to date. Crane reports that yesterday, new data came out from Travel Oregon. They did a stakeholder survey where they are collecting data from the tourism-facing organizations throughout the state and that includes in the Gorge and in the Gorge Arts and Culture came in as the fourth strongest out of 20 different [...] success areas. P Groves informs Crane that with the new docking agreement, the museum is going to get about \$21,000 out of that. He adds that he had a conversation with Charlie (Robertson, President and CEO of American Cruise Lines) and Robertson is willing to sit down with Crane and talk about adding the museum to their international commercial. P Groves comments that that is a huge deal to him. C Caldwell expresses her thanks and also points out that Wittenberg, who has worked many years with the museum, was smiling the whole time Crane was giving her report, and Wittenberg must be so proud to see what is happening with the museum. Wittenberg comments that the best thing the (museum) board did was to hire Janice (Crane). C Caldwell agrees. C Caldwell mentions that Cascade Locks has had a huge increase in homes, more than 100. Since the tax base has really increased over the last [...]. Someone from Hood River County Museum talked about how much money they get from Hood River County taxes. C Caldwell had asked how much does [the Cascade Locks Historical Museum] get and at that time it was \$0. She points out that the [Cascade Locks Historical Museum] was at a huge loss. She really believes that it is only right and fair that they really look into how much Cascade Locks gives into Hood River County due to taxes and can the [Cascade Locks Historical Museum] at least get an equal amount of monies from the Hood River County system that the [Hood River County Museum] receives. C Caldwell asks Crane if they have any kind of progress on that and if they are receiving money now from them at all? Crane replies that they have not made that connection, and this is honestly maybe the second time she has heard about it. C Caldwell points out that she does not think Crane was working at the museum when she first talked about so she understands that this may be the first time Crane is hearing about it from her. C Stipan pipes in that he is blessed to be a part of the Museum Board, and that the next Museum Board meeting is next Thursday at 9 AM, right here (in the City Council Chambers). P Groves comments that they had a discussion earlier about the Sternwheeler and where it may be headed or not, but the Port wrote in the contract, no matter who was running it, that they would do the museum’s cruise. P Groves states that they felt pretty crappy that it got cancelled and the reasons why it got cancelled.

#### 4) Discussions

- a. Community Members for Economic Development Advisory Committee – Jeremiah Blue
  - i. IGM Blue reminds the Commission that in the previous meeting, they passed the new charge for the EDAC (Economic Development Advisory Committee). Currently, P Groves is the chair of that committee and Vice President Lorang also sits on it. They do, however, need three (3) citizens in order to fulfill that committee and make it enough to make a quorum. If the Commission has anyone they know of that are talking about how to get involved, the Port is looking for citizen members for that. C Stipan asks what is the time commitment for it? IGM Blue replies that they are looking now at potentially doing a meeting once a month because the Port is doing these publicly with the OWL systems and now have to use this room, there is a lot of scheduling that has to take place. He briefly thanks the City for their help with that. He informs that the Port very often finds itself in position where it needs to move quickly on situations and so one meeting a month would be the minimum. He admits that it can be quite a commitment. C Stipan asks what the duration of time would be, if the meetings are one, two or three hours long. P Groves interjects that they usually not that long. IGM Blue adds that they are open to changing the time of day based on the citizens that are involved, as they definitely want them to be able to attend. That would be something the committee itself can come up with. IGM Blue mentions that they have put postings for members on the Port website and will also put them on Facebook. C Caldwell suggests advertising it at the store and the post office.
- 5) Consent Agenda (\*\*\*)Consent Agenda may be approved in its entirety in a single motion. Items are considered routine. Any Commissioner may take a motion to remove any items from the Consent Agenda for individual discussion).
  - a. Approval of minutes for Commission Meeting from April 06, 2023 and April 20, 2023
  - b. Ratification of bills in the amount of \$182,166.96
  - c. Approval of payroll for 04/19/2023 in the amount of \$36,238.86

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

- 6) Commissioner and Sub-Committee Reports
  - a. C Bump comments that he was down at Blackberry Beach and has noticed that the roads are really bad and needs maintenance. IGM Blue replies that the road there is always a place the Port is battling to keep in good condition so visitors can enjoy the area. He will take a look at it and see where they can pull from the budget to get some rock (gravel) in there.
  - b. C Stipan reports that he attended a Museum Board meeting and it was quite fun so everyone should check it out and get involved, because the more people that can help the museum, especially with the pony party and [events] in the future because Janice (Crane, Museum Executive Director) cannot do it alone. He adds that a lot of times she does, and she is amazing.
  - c. C Caldwell states that she does not have anything, other than that she has noticed the new benches and picnic area down at Herman Creek. She mentions that John

(Blackwell, Maintenance) is so proud of the work that he has done, and all of the (maintenance) staff, including Alfonso (Barron) Todd (Mohr, Maintenance and Construction Manager). It was a vision that they have and it's coming through very nicely. She comments that people can now picnic down there and it looks like maintenance is putting up swings or some kind of equipment for children. She expresses that it is very nice that they've really done some nice improvement down there, right on the waterfront. She also mentions that it was very nice meeting Paul (Taiclet, American Cruise Lines Executive Vice President), and Charlie (Robertson) from American Cruise Lines and it was great to take them out on the boat. They looked at every single thing that this boat had. She comments that she has not ever been in the engine room, herself. It was exciting. What they had to say was very uplifting, and she is looking forward to the relationships that they will be developing with American Cruise Lines. C Stipan adds that he appreciates the Sternwheeler and the Port really wants it to be a viable tool in the community, but also appreciates the twenty-one goslings that he saw at the beach yesterday. He also announces that this Saturday is one of CGRA's first events, it is a championship with high schoolers and invites people to come out to support the racing on Saturday.

- d. VP Lorang states that they did have a Sternwheeler Advisory Committee, though he finds himself, in general, not in agreement with the [advisory] committee at the moment and thinks he has already said enough contentious words.
- e. P Groves first apologizes for being a little contentious tonight. He explains that people get pretty passionate about what they do in life. He affirms that they did have a [advisory] committee meeting. They are discussing in that meeting some different looks at working with the Sternwheeler. The committee had a presentation regarding that, from a fellow local that is currently running an operation out of the Port's marina. He is interested in doing something with [the Sternwheeler]. P Groves thinks that all of the commissioners, even Brad (Lorang, VP), when they talked about it, need to see numbers. The Port needs to sit down and look at the numbers and look at how they can proceed. He admits that he has never believed for a minute, if it's done right, that the Port could not run the Sternwheeler. It is hard for the Port to run the Sternwheeler because of certain things that they are strapped to with employee costs and things of that nature, but there are ways that they may be able to work some of those things out. He thanks Preston (Wright, Captain and Owner of Heart of the Gorge Sailing) for spending time putting together a presentation to present to the committee. He adds that Wright is really enthusiastic about what he thinks he might be able to do. P Groves also appreciates that. He asks IGM Blue if there was anything he wanted to say on that. IGM Blue comments that they came out of the (Sternwheeler) meeting without any sort of recommendation regarding Wright's presentation, but from what he has heard tonight, there has been some questions about the numbers around the Sternwheeler, on what it takes to operate or what it takes to own it, how much [the Port] can make potentially on alcohol, how many passengers [they] need, all that information. He states that, generally, a business plan, whether it is from someone else who has operated in the past that we can get from them or one [the Port] can build themselves or one that [the Port] has to build based on what they have, somebody needs to come together, they need to get some hard numbers. He has talked to Nikki and Stephen,

and they have some deckhand logs which will give some numbers on people that pre-booked their trips. However, walkups are going to be more difficult to quantify and that does make up a large percentage of people who ride the boat. IGM Blue thinks they can take some of those numbers and really put together what it takes to put people on the Sternwheeler. He adds, that when it starts getting into things like how much they can make on photography, on liquor, and on all these other things, those projections are going to be a little bit more difficult. It's just not something that the Port does, we just don't do a lot of that sort of stuff. It doesn't mean that the Port can't, but it definitely means that those are more projections. IGM Blue states that he can at least put some numbers together and asks if the Commission wants him to sit down Chuck (Mosher) and Melissa (Warrant) and start putting together some spreadsheets and some details about the information that we currently have. P Groves comments that the Port actually have a lot of experience through Melissa (Warren). He points out that she was involved recently with the last operation and probably saw some of the things that went right and some of the things that did not go right. He adds that they need to really look at these numbers, anyway. It doesn't matter who runs the boat, the Port needs to know. He states that one of the things we struggle with is trying to get Dan (Yates) to give them numbers, which he was supposed to do but refused to do. When someone like Charlie (Robertson) or Paul (Taiclet) from ACL asks, "What's the numbers? What was the boat doing and how was it?", we don't have that information. [Having numbers] will help [the Port] make a decision on what is the best direction to go and how to go about doing it. P Groves mentions that the Port has had a couple other people show interest in the boat, which they have not explored those. One of them is Mr. (David) Ryan from Ryan's Juice. And another is here locally that worked either with or for ACL as an employee at a higher level. He also divulges that Dana Walker (past GM) called him some years ago and wanted to take the boat over and run it. He advises that the Port needs to look at their options and see where to go from there. VP Lorang mentions that he had a conversation with Kristin Meira (Director of Government Affairs for American Cruise Lines) last week and she basically confirmed that ACL has no interest in operating the boat, and that (operating the Sternwheeler) is not what they do. He conveys that Meira was very clear with him that [P Groves] had essentially been told that from the beginning of the negotiations. P Groves comments that the Port has an offer on it. VP Lorang repeats that there was no interest. He also adds that when he saw Meira in DC (in March), he told her that in his mind that lowball offer was an indication to him that [ACL] was not interested, to give the Port such a lowball offer, when they have to put a million and a half into repowering it and give an offer for \$50,000 a year. And she confirmed that yes, that was pretty much [it]. P Groves upholds that there is a difference to be between "no interest" and "making us an offer." He proceeds to clarify his point, saying, "It took sixteen (16) months to make the docking contract. They obviously wanted the contract before they did anything for the Sternwheeler. That was the deal. I've got paperwork to show that." VP Lorang disputes that [condition] could be considered as an indicator that [ACL] is not interested because they did not want [the Port] to use one as leverage for the other. P Groves comments that everybody has an opinion and thanks VP Lorang for his. He continues to say that when they talked to [ACL] this year, they were still interested in

working with [the Port]. They can still put people on the [Sternwheeler] from their cruises, which, we want that and we need that, but it is so late in the year, it is hard for them. He explains that they need time to market the new thing just to make the boat work, and that is where that conversation (with ACL) ended. It is not that they did not want to work with us, but that it is difficult in the likeliness of the year to try to make something happen. VP Lorang informs those that do not know, when he mentions Kristin Meira, she is the Government Relations Director for ACL. P Groves adds that Charlie (Robertson) and Paul (Taiclet) are owner and president of the company.

## 7) Business Action Items

### a. Approve Ixtapa Lease

- i. C Stipan mentions that he received an email at 3:25 pm which had the lease for Ixtapa on it. He comments that sometimes the Commission votes on something that they only received fifteen (15) minutes before the meeting starts. It is circumstance that they have been trying to work on, to get things out beforehand, but some things they are not privy to until right before the meeting. IGM Blue states that in his brief experience at the Port, there is a tendency that the Commission, in general, would like the most up-to-date information as soon as humanly possible. In contrast, he explains that with the City, if it does not make the agenda, it does not make the agenda, which is an absolutely fine way to do it. In the Port's instance, it approaches a lot of things like a business, they want to be up-to-date with the very last thing they came across, so it does land things in [the Commission's] hands late. That is the reasoning behind why the Commission tables [discussions] and visits them at another time. C Stipan comments that he believes that commissioners abstain their votes because they do not have the information they needed so they either table it to the next meeting, or they vote and the people that have the information that they need, either abstain or say "No." He used to also get a lot of phone calls from the Commission, telling him what was happening beforehand, just in terms of a heads up. He mentions that even this evening, when he walked into the room, there are things that he still does not know about but he appreciates all the hard effort. Regarding the lease signing with ACL, he would have loved to have been there and to meet Robertson and Taiclet but maybe that will happen next time they're in town. C Caldwell asks if it was because he was just not able to be there. C Stipan replies that he did not hear about it. VP Lorang comments that 2 pm is not a great time for a lot of people that actually work. P Groves also adds that it is if they are retired but agrees with VP lorang. P Groves states that he is not impervious to people's concerns and has a couple of concerns, himself. One is that the Commission has been "ping-ponging" this thing around for a while. They had Juan (Barajas of Ixtapa) and his son here to answer questions about the restaurant and about what went on there. He understands that it was not the contract and acknowledges hearing what Carrie said so he is going to table [the Ixtapa Lease Agreement]. But he is going to have a special meeting because the Port needs to get this done and they cannot keep stalling.

**TABLED UNTIL FURTHER NOTICE.**



ii. VP Lorang comments that when there is a contract (up for discussion), it seems like every time someone pushes back, P Groves makes a statement that [the Commission] has been discussing it for a certain amount of time. VP Lorang feels like that is wrong, that whether it takes sixteen (16) months or takes three (3) months, if there are concerns about it, and if the community does not know enough about it and [the Commission] does not know enough about it. He stresses that he has been pushing against this the entire time. VP Lorang points out that he had previously stated that he is on the Economic Development [Advisory] Committee and the Sternwheeler [Advisory] Committee, and he pushed against these things, and given his objections. He addresses P Groves, stating "You can get plans and I repeatedly said I didn't get them." He has repeatedly asked how [the Port] is going to mitigate the needs of the Sternwheeler in cooperation with that restaurant. He has voiced his concerns about the additional impacts of parking. VP Lorang states that he has brought up a lot of things. He argues that it does not matter how many months [the Commission] has been "ping-ponging" [a discussion] around, "If we don't have the information, we don't have the information. We don't sign a contract, whether it's with ACL or whoever, because there's been a certain amount of time that you've been working on it. If nobody else has seen it and people still have concerns, in my mind, don't sign it just because a certain amount of time has passed. P Groves points out that VP Lorang is only one opinion and that there are several opinions present. He also adds that VP Lorang was not at the meeting when they Olga (Kaganova, previous GM) discussed the bullet points. He also reminds that the Commission stopped this at one point because they had someone else in town interested, the Rutherfords. So the Commission took time to consider what the Rutherfords' interest was. P Groves expresses that to him, stopping certain things is about the motive and it depends on what the person's motive is. VP Lorang replies that his motive is having a space that [the Port] can actually operate the Sternwheeler out of. P Groves responds that there is a space. C Stipan steps in and thanks P Groves for tabling the issue. He also adds that on the 28<sup>th</sup> of April, they received the floor plan in an email and he was able to review it. He spoke to a few community members to see what they were going to say and most questions revolved around whether it was going to bring jobs in town and if it will provide a phenomenal place to it. And he answered that it is. C Stipan mentions that he was expecting that the Commission was going to move forward with the lease and was intending to first ask Brooks to go over the entire lease agreement with them and then ask IGM Blue to tell the Commission how the staff felt about [Ixtapa] going into the park, and then the Commission would vote on it. He comments that [the Ixtapa lease] is an exciting part of what's happening in the community. P Groves remarks that [Ixtapa] is going to pay as much money as the Port received from AWI. He adds that the reason why he is tabling it is because of one simple reason, which is because Carrie (Klute) and her friends or whoever has not had a chance to look at the agreement and he agrees with her on that. He stresses that he does not want to table it because he wants to see it move ahead, but

that is okay. C Stipan turns to Brooks and asks, "This is the contract that you wrote up ... " Brooks clarifies that it is the lease he drafted based on the viewpoints that were given to him. C Stipan asks that as [the Port's] lawyer, Brooks thinks that this is the best deal that they can get, because [the Port] is paying his firm. Brooks replies that if the Commission wants to go into executive session to discuss the business points, he is happy to share that with them. Brooks reminds C Stipan that the Commission makes the business decision. Public Member Carrie Klute asks, if the Commission is going to sign the lease, if there is any way to present the business plan for the Sternwheeler as well, at the same time. To show, if it is raining, where are all the Sternwheeler customers going to hang out? They used to hang out inside the building but where are they going to hang out now. Is the Port going to build a cover for them? Where is the ticket booth? P Groves points out that those are good questions and replies that the plan included in the meeting packet does not show the rest of the building. He indicates an area on the blueprint and explains that there are going to be benches all along that area. He also points to another area and informs that there will be chairs in that place. VP Lorang comments that it would be nice to see what the rest of that building is. And as [Klute] said, what is your plan and how many people can typically stand and wait in that area is it covered? Because there is shared restrooms there and a very small office or ticketing area. He points out that if they do not see the rest of the building and how's that work with where the Sternwheeler is going to be. P Groves replies that [the building] has been a restaurant and there is seating there for a restaurant. VP Lorang rebuts that it is different when the restaurant is owned by the people who operate the Sternwheeler so they do not have a problem with people sitting there hanging out. But he thinks Ixtapa might have a problem if everybody's clogging up their restaurant area while they are waiting for Sternwheeler, eating their chips, unless they are getting beer too. P Groves replies that he thinks it is a little overplayed that there is not place for people. VP Lorang answers that, because they have not seen the rest of the drawing, so they do not know if there is room. C Caldwell chimes in that they do have someone in the room that did work on the boat, who was with people all the time, and would know and understand the traffic. She thinks that a lot of these questions can be simply answered by talking to people who worked on the boat and getting people's experience. She addresses VP Lorang and says that she has heard him say many times that he has not gotten to see [the plans], how are they going to get people on the Sternwheeler and what is that room? And C Caldwell claims that she has responded every time he has said it, that Olga (Kaganova, previous GM) said in a meeting with all of [the Commission] sitting here, while they were trying to deal with the AWI contract and were looking at how they could set up, how much space would they need, and it was decided they needed about 800 square feet. So, Kaganova marked off on a map that she had herself but had not shown to [the Commission], while [the Commission] was there, but she discussed it, and she said she had a map that can show that 800 square feet. C Caldwell explains that it is the same 800 square feet that is

being designed for the Sternwheeler now, the same exact 800 square feet. C Caldwell recollects that she requested a copy of the map from [Kaganova] and [Kaganova] texted it to C Caldwell's phone, right away. C Caldwell adds that she does not know why she is hearing things and understanding things differently when they were all sitting in the same room with the same eyes and ears. She implores for VP Lorang to not say that, just because he did not receive it, that it is [her or P Groves'] fault and that somehow, she has done something wrong. She confesses that it makes her feel that she has been doing things that she should not be doing. She comments that they can look at minutes if it is necessary, if it is in the minutes that Olga (Kaganova) did say that. C Caldwell reiterates that she did personally ask for [the plans]. She stresses that every commissioner had the right just as she did, to say "I'd like a copy that." She concludes that that was what she wanted to say and that is how that all happened. C Stipan comments that he likes Clause 29c under General Provision, titled "Quiet Enjoyment" which states, "So long as Tenant complies with all terms of this Lease and subject to the terms of this Lease, Tenant shall be entitled to peaceable and undisturbed possession of the Premises free from any eviction or disturbance by Landlord or persons claiming through Landlord." He defines it as that there will be a mixture of people that are going to be coming and going off the Sternwheeler and [the Port] will provide customers a place to go during wet weather. P Groves asks C Stipan, a few years ago when they had gone on a sternwheeler, did they not just simply walk down a walkway, get their tickets, and then boarded the boat? C Stipan replies that it was that simple. C Caldwell adds that she appreciates that Klute seriously looked at the lease agreement but what she wants to point out that the Port started talking about it a little about a year and four months ago, and [Ixtapa] is a business that has been very excited and anxious to get a business going before the summer season. There have been lots of stoppages and delays that were not on their end but on the Port's side, that ended up delaying them three or four months. Just the same with ACL, they had a lot of delays and stoppages that made ACL have to make the kind of decision they had to make, you know about the boat. She just wants to say that there have been a lot of delays and stoppages, but not on the part of the people that really wanted to get this moving so that we could get everything in order. She urges that the Commission [decide on this] because the other party has been ready. P Groves turns to Klute and offers to take her down to the space so that he can show her what the Port's ideas and thoughts are. He comments that as far as he is concerned there are some people that have a conflict of interest about having another restaurant that serves alcohol in town.

## **8) General Manager Report**

- a.** IGM Blue reports that they hired a new employee at the bridge, Courtney Seaman. The Port has finished the last upgrade by easyCLIMB, made possible by the grant from Travel Oregon. The last three years, the backhoe has been on the Port's wishlist but it has never quite made it into the budget. In the meantime, the Port has been very resourceful in buying large expensive band-aids but this afternoon the transmission

went up. The Port is going to look at their options for repair but as they are approaching the budget, they will also be considering what replacing it could potentially look like. He admits that it will not be a small cost. Early this year, the Port successfully completed all the steps necessary to make the Flex 6 available property with the federal government and completed all of the GSA (U.S. General Services Administration) paperwork. The Port initially thought there might be some interest from the post office to use it as a hub out here. Interestingly, it was US Forest Service out of Hood River that first found out about the building and came out to tour it on May 6<sup>th</sup>. IGM Blue believes that they looked at three different buildings in the area. If it winds up that Flex 6 is the one they choose, they will send us an offer. That is how that would work from their end. This Saturday in Marine Park, as C Stipan mentioned, there is going to be a CGRA event, it will be a High School Championship race. Next week, there is the Gorge Invitational. May 13<sup>th</sup> [should be corrected to 18<sup>th</sup>], the American Red Cross will host a blood drive in the pavilion. Melissa (Warren) and Chuck (Mosher) continue to work diligently with our consultants, Merina+Co, in preparation for our first budget meeting. IGM Blue states that he was reminded that they need the commission to appoint a budget officer. In the past, it has been the General Manager, he would recommend a motion to appoint their accountant Chuck Mosher, as the budget financial officer to close work with Merina+Co this year, both on the budget, the audit, and the current financials of the Port. He believes that it should be [Mosher's] department that leads that this year and potentially going forward.

**C STIPAN MAKES A MOTION THAT WE APPOINT CHUCK [MOSHER] AS OUR BUDGET OFFICER TO WORK CLOSELY WITH MERINA+CO TO WORK ON THE BUDGET, AUDIT AND CURRENT FINANCIALS OF THE PORT; VP LORANG SECONDS; Passed Unanimously**

- i. P Groves points out that the Budget Message is not on the website and the Budget Message is a big part of the budget. IGM Blue replies that he will make sure that it gets up there.

IGM Blue continues with his report, stating that Special Projects Coordinator Brittany Berge has been wanting some help with One Gorge for a while and she may have recruited two new administrators, Liz Wilber from People for People and Wanda Sharfe from Port of Skamania and Skamania EDC. Their experience will be invaluable to help [Berge] with some of the administrative work that she does. [Berge] has been a huge part of that, so now there are three of them so she is excited about that. P Groves wants to know, since they tabled the Ixtapa lease and he knows Ixtapa has to apply for permits, and after giving people a few days to look at the agreement, how soon they can set a meeting. C Stipan informs that Thursdays, Fridays, Saturdays and Sundays would be convenient for him. Warren chimes in that she had sent an email earlier in the day about the (budget) meeting next Thursday on the 11<sup>th</sup> being postponed for a week and since a meeting was already scheduled for it, they can have the meeting for Ixtapa then. P Groves agrees with her suggestion. IGM Blue comments that if the Council Chambers is not available, they can use the pavilion. C Stipan recommends starting the meeting at 5 pm so that they all can attend the museum's Trivia Night at 6 pm. IGM Blue says that he will confirm the availability of the pavilion for Thursday, 05.11.23 at 5 pm. P Groves asks whether it is the desire of the commissioners to have

Ixtapa come to the meeting, if anybody wants to ask them a question or whatever about what they're doing. VP Lorang expresses his agreement. Klute asks whether the lease will be attached to the packet so that the community has a chance to review it. IGM Blue states that it will. P Groves adds that they will make it available on the website. C Stipan comments that since they had mentioned grants and grant waivers, he was wondering if the Port is working on that. IGM Blue replies that it is definitely a wish and staff is always watching for available grants. C Stipan adds that he looked into how ports typically build money and how they tried to be successful in the past. And one of the things he learned was a project of the US Army Corps of Engineers says "the planning [...] offers a unique Federal subsidy [...] a port." He believes this is regarding bonds and asks if the Port has dealt with bonds in the past. P Groves replies that the Sternwheeler was bought with bonds. C Stipan suggests maybe the Port should research more into it. P Groves comments that bonds are pretty easy to deal with but it is the other types of grants that are more intensive. He mentions that he has IGM Blue looking into grants right now to help operate the Sternwheeler. IGM Blue states that the Port staff has looked for and won a grant of some sort but it is a labor-intensive process. They do not have anybody really much other than Mark and also [Berge] when she sees one but they do not have any specific person that does it. P Groves addresses Johnson and states that he has been pretty successful over the last four (4) years. They have gotten one for 2.4 million and another one for 1.3 million. And that is what is being used to work on the boat and get it up to speed. He points out that the Port has a company that they use from time to time to write grants. In the past seven or eight years, the Port did a huge plan on how to get truck traffic through the community without going down Forest Lane. The Port sent it to the federal government, at least three times and then for whatever reason, they stopped last year. P Groves explains that they need to keep asking if they are going to get it. He admits that writing grants is not cheap, he believes that that grant costed the Port around \$10,000. IGM Blue chimes in that the Port has been successful in winning grants, the current Strategic Business Plan is being paid for by a grant won from Business Oregon. C Caldwell adds that \$2.4 million and the \$1.3 million that the Port did receive, gives them the ability to really make some really good decisions for this Port today. So she wants to thank (Commission President) Jess Groves and Mark Johnson because those two are the responsible people to get those (grants) to us.

**9) Executive Session under ORS 192.660(2)(e) Real Property Negotiations**

**10) Adjournment 8:34 pm**

Port of Cascade Locks

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Port Commission President  
Jess Groves

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Port Commission Secretary/Treasurer  
Joeinne Caldwell

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Date Signed

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Date Signed