



PUBLIC MEETING: Port Commission Meeting

DATE: Tuesday **January 16, 2024, 6 PM**

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

MINUTES

- 1) Commission meeting called to order 6:00 PM
 - a. Pledge of Allegiance
 - b. Roll Call
 - a. President Lorang
 - b. Vice-President Klute
 - c. Commissioner Nance (admitted into Zoom meeting room at 6:01 PM)
 - d. Commissioner Peterson
 - e. Commissioner Thweatt
 - f. Members of the Staff and Other Support – Executive Director Jeremiah Blue; Deputy Executive Director Genevieve Scholl; Secretary Keriane Stocker; Attorney Tommy Brooks
 - g. Members of the Public – Liz A.; Nikki Adler; Jim Andrews, JettyLight; City of Cascade Locks Council; iPhone (Tom Cramblett); Lara Figueroa; Flora Gibson, Columbia Gorge News; Eric Keller; John Logan; Chris Matlock; Anne Medenbach; Gary Munkhoff; Caden Pond, JettyLight; Philip Watness, Pioneer News; Kenia’s iPhone
 - c. Modifications, Additions and Changes to the Agenda
 - a. GM Blue noted that he needed to make an addition and a change to the agenda. He requested to move Item 8) Executive Session and have it replace Public Comments as Item 2). He also requested to add an Executive Session for Discussion of Exempt Public Records.
- 2) Executive Session under ORS 192.660 (2)(h) Legal Counsel regarding Litigation or likely Litigation to be Filed and ORS 192.660 (2)(f) Discussion of Exempt Public Records
 - a. Recess from Regular Session, into Executive Session at 6:03 pm
 - b. Recess out of Executive Session, into Regular Session at 6:28 pm
 - c. No action was taken as a result of Executive Session
- 3) Public Comment (Speakers may be limited to three (3) minutes)
- 4) Presentations
 - a. Flex 6 Update – Anne Medenbach, Copper West Real Estate
 - i. Medenbach reported that she continued to have regional and local interest, however once the party sees where it is located, interest dwindled. C Nance confirmed that it is not the size of the space but the location that is the issue. Medenbach affirmed.
 - b. Sternwheeler Update – Jim Andrews, JettyLight
 - i. Andrews first gave a brief background of himself before giving an account of what happened when the Columbia Gorge Sternwheeler (“CGSW”) broke free from its mooring on Saturday, January 13th. He explained that the weather was most certainly the primary cause of the mishap. The (weather) models were contradicting and hard to pin down. Ultimately, although there were no issuances of gale force winds, the weather exceeded expectations and bordered on extreme conditions.

Andrews recounted that at 7:30 the morning of January 13th, Todd Mohr reported that the CGSW was moored at the CGSW mooring and there was no indication of the mooring failing. At 8:16 Margie Curtis, a local resident, looked out her window overlooking the marina and reported that the CGSW was moving broadside, downwind and apparently right down the middle of the locks. Curtis called the Sheriff's Office, who, in turn, then notified the Cascade Locks Fire Chief and Captain Tom Cramblett. The Sheriff's Office also got in touch with Jeremiah (Blue, Executive Director) at 8:30 in the morning. Nikki Adler, (CGSW Chief Engineer) Steven Hammrich's wife and also a member of the crew, called George Torres (CGSW deckhand) who lives locally and asked him to get down to the boat and try to assist.

At the time Cramblett and Torres arrived, shortly after 8:30 AM, the CGSW was in the locks, the paddlewheel was under the pedestrian bridge. He reported that two (2) Native American fishing platforms were damaged and expressed his sympathy over the damage and the impact it has caused on their livelihood but is appreciative in the sense that the platform helped the CGSW's orientation in lessening the damage of the vessel. ED Blue noticed that the pedestrian bridge was being dislodged and indicated that the CGSW should be driven away from the bridge. After a quick safety scan, the CGSW away from the pedestrian bridge. If the vessel had stayed, the CGSW would have continued to slide the pedestrian bridge westward, which then the mainland- or Port-side of the bridge would no longer be supported at which point the entire bridge would have fallen on to the paddlewheel and been destroyed. From there, Captain Tom and Torres made two (2) attempts to dock at the CGSW docks before Captain Tom determined that a safe mooring could not be performed.

The CGSW was then navigated downriver towards Bonneville Locks and refuged at Bradford Island. The Army Corps proposed instead to lock the vessel in the downriver mooring. Hammrich was able to come aboard while the CGSW was in the Locks at approximately 10:30, and the three (3) performed a more thorough safety inspection of the bilge and tanks. Hammrich noted an oil leak on the port engine oil pump during the transit to the alternate mooring. Ultimately, the Coast Guard issued operating restrictions requiring an immediate drydocking for underwater hull inspection.

Andrews stressed that had the CGSW ended up in a broadside position in the locks, there would have been no way to get it out without a tug, and likely not until the wind and current died down. He was fairly certain that had it ended up in that orientation, the CGSW would have suffered very extensive damages.

Andrews also explained the mooring arrangement of the CGSW at the time of the incident, pointing out that in addition to the usual standard mooring lines, they added two (2) more security lines. Lastly, he noted that the crew related that, back on January 4th, 2023, when the CGSW was being turned back over from the previous operator, the vessel was moored in about 70 knots of gust with a standard mooring and withheld those conditions without issue.

C Nance and C Thweatt asked a series of questions about the mooring lines. C Nance also inquired about the pedestrian bridge. ED Blue replied that Maintenance has put a fence up. David McCurry (Senior Program Director of Transportation, Parsons), who viewed the photos on Monday, January 15th, said it looked good but cannot tell whether the rebar had broken. He will need to do more assessment on the bridge.

ED Blue informed the Commission that the Port will be doing an investigation on their side. DED Scholl gave more insight to the steps that the Port is going to take. She recommended the need to establish a Root Cause Analysis team made up of 4-5 individuals, including those that were present at the incident and those that were not. ED Blue that, typically, there should be a (committee) charge put together but as time is of the essence, it can be done later. C Nance and C Peterson volunteer to be on the Root Cause Analysis team.

VP KLUTE MOTIONED TO APPOINT C NANCE AND C PETERSON TO THE INVESTIGATION OF THE STERNWHEELER INCIDENT; C THWEATT SECONDED; Passed Unanimously

- 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) Executive Director Report

VP KLUTE MOTIONED TO APPROVE THE FULL CONSENT AGENDA AS IS; C PETERSON SECONDED; Passed Unanimously

6) Business Action Items

- a. Approve training session with MorganCPS Group for \$3,000 plus travel expenses, not to exceed \$3,500
 - i. ED Blue reported that in a previous meeting, President Lorang recommended that the Commission receive training on community development and city planning. The Port has reached out to John Morgan of the MorganCPS Group for that training. ED Blue noted that the training would be available to anybody that was interested, including the City Planning Commission, City Council, and community members. P Lorang added that he has known Morgan for over twenty years and that Mark Knudson, Senior Consultant of SDAO has also taken Morgan's training and recommends it.

VP KLUTE MADE A MOTION TO APPROVE THE TRAINING SESSION WITH MORGAN CPS GROUP FOR \$3,000 PLUS TRAVEL EXPENSES, NOT TO EXCEED \$3,500; C NANCE SECONDED; Passed Unanimously

7) Executive Director Report

- a. ED Blue reported that the Maintenance did an amazing job preparing for the weather. There were no issues with Flex 6 during the storm. He will be meeting with (David) McCurry to reassess the 15-year bridge maintenance plan. ED Blue also has a meeting coming up, in preparation for the Sternwheeler repower. He extended a welcome to DED Scholl who immediately took on many projects, including grant management work and another welcome to Sheyenne Heuker in the Tollbooth. He lastly gave a brief update on Ixtapa. There has been progress on the electrical update, however they most likely will not open until March.
- b. DED Scholl gave a brief update on the current grants. The Port filed the quarterly report for the Coronavirus State Fiscal Recovery Fund (CSFRF/ARPA) on time, however there is \$650,000 remaining that needs to be used by the end of June. Unfortunately, they

just missed the December 1st deadline to request for a six-month extension. DED Scholl commented that Mahr has picked up a lot of the loose ends regarding the State grants. P Lorang commended DED Scholl on the PR for the Sternwheeler incident.

8) Commissioner Comments

- a.** C Thweatt extended her gratitude to Captain Tom, George (Torres), Steven (Hamrich) and ED Blue for quickly handling the situation with the Sternwheeler. She commended DED Scholl on communication. She also acknowledged the aid of Hood River County Sheriff's Office ("HRSCO"), John (Logan, Cascade Locks Fire Chief), the Coast Guard and Jim (Andrews, JettyLight). And lastly, Thunder Island Brewing for helping set up a warming shelter during the seventeen-hour power outage.
- b.** VP Klute seconded C Thweatt's feelings.
- c.** C Nance echoed C Thweatt's and VP Klute's sentiments. He also inquired about Flex 6.
- d.** C Peterson commented that he was currently at Thunder Island brewing in case there was another power outage. He also expressed his gratitude, including Todd (Mohr, Port Maintenance & Construction Manager) and Alfonso Barron for plowing so that they could get supplies for the warming shelter. He suggested that the City or the Port look into installing generator power inlets in buildings that can serve as warming shelters.
- e.** P Lorang mentioned that he has had a brief discussion with ED Blue about obtaining auxiliary power to use the Pavilion as a warming shelter.
- f.** ED Blue extended additional thanks to the Columbia River Inter-Tribal Fish Commission ("CRITFC"), the Bonneville Dam Rangers, Bonneville Dam lock operators, US Coast Guard – Columbia River Sector, the Army Corps of Engineers – Portland District, and Dennis Snyder.

9) Adjournment 8:05 pm

VP KLUTE MADE A MOTION TO ADJOURN; C PETERSON SECONDED; Passed Unanimously

Port of Cascade Locks

Port Commission President
Brad Lorang

Port Commission Secretary
Albert Nance

Date Signed

Date Signed