

PORT OF CASCADE LOCKS

The Port of Cascade Locks Commission Meeting was held March 15th, 2007 at City Hall Council Chambers, Cascade Locks, Oregon.

I. MEETING CALLED TO ORDER/PLEDGE OF ALLEGIANCE: Commission President Woosley called the meeting to order at 7:05 pm.

II. ROLL CALL: Commissioners Woosley, Lee, McLean & Janik. Commissioner Caldwell arrived at 8:00 pm.

Others present:

Staff: GM Chuck Daughtry, Attorney Jerry Jaques, Kris Miller, Pat Albaugh, Dale Davis, Nick Kraemer.

ODOT: Mark Johnson, Tom Braibish, Rich Watanabe, Steve Harry, Jeff Graham (Fed Highway).

Public: Sue Ryan (HR News), Betty Rush, Mayor Freeborn, Carol Taylor, Tom Sawyer, Dennis Snyder Sr., Gerald Henrikson, Mary Repar, Michael Blakley, Gary Munkhoff, Carol Snead, Phyllis Thiemann, Peter Cornelison, Sandra Kelley, Randy Mislick, Gyda Anne Haight, Kerry Jo Osbourn, Scot Sullenger, Jeff Pricher.

III. ITEMS FROM THE FLOOR:

a. ODOT: Tom Braibish, ODOT reviewed item of discussion:

- I-84 interchange improvements proposed by the Confederated Tribes of the Warm Springs Reservation (Tribes) as part of its application to BIA for a casino on Port property in Cascade Locks.
- The approval processes associated with the Tribe's proposed interchange improvements, e.g. Access Point Decision Report, Interchange Area Management Plan.
- Federal and state standards associated with proposed interchange improvements, e.g. interchange spacing standards.
- Potential mitigation identified to meet applicable federal and state permitting requirements and standards, e.g. ramp closures at the East Cascade Locks and Herman Creek interchanges.
- Status of completing required studies and next steps in the approval processes.
- Not in the position to take public comment at this time, EIS process has to be completed and then there will be public hearings.

Presentation: Jeff Graham, Federal Highway Administration. Purpose of presentation is to describe the Federal Highway Administration's Policy for the review and approval of new access, or revising the existing access, to the interstate system.

- Any approval for new or revised access constitutes a Federal Action. Consequently, other Federal regulations also apply, including the National Environmental Policy Act (NEPA). NEPA requires that the Federal agencies consider the potential environmental consequences of their actions, document the analysis, and make the information available to the public for comment prior to implementation.
- The proposed project also requires a fee to trust action on the part of the BIA who is the lead Federal agency for NEPA for this project.
- The BIA is preparing an Environmental Impact Statement (EIS) that will document and disclose to the public all the impacts associated with the fee to trust action, as well as those associated with the new and revised Interstate access that is proposed with this project.

Federal Highway Admin. Policy on Additional Interchanges:

- **Policy Point #1:** The existing interchanges and/or local streets in the corridor can neither provide the necessary access nor be improved satisfactorily to meet future design-year traffic demand, while at the same time providing the access intended by

the proposal. (Look to serve an identified transportation need by improving the existing system before proposing a new interchange.)

- **Policy Point #2:** All reasonable alternatives for design options, location and transportation system management type improvements (such as ramp metering, mass transit, and HOV facilities) have been assessed and provided for if currently justified, or provisions are included for accommodating such facilities if a future need is identified. (Focus attention on operational and low cost solutions first rather than proposing expensive new infrastructure).
- **Policy Point #3:** The proposed access point does not have a significant adverse impact on safety and operation of the Interstate facility, based on an analysis of current and future traffic. Crossroads and other roads and streets shall be included to the extent necessary to assure their ability to collect and distribute traffic. (Demonstrate that the traffic safety and operations will be adequate system-wide not just where the new access is proposed.)
- **Policy Point #4:** The proposed access connects to a public road only and will provide for all traffic movements. The proposed access will be designed to meet or exceed current standards for Federal-aid projects on the interstate system. (Interstate access should not be added to exclusively serve a private interest and should provide operational consistency for drivers not familiar with the area. In addition, partially directional interchanges are not acceptable. FHWA will discourage their use and look to close or consolidate partial interchanges to provide consistency and meet driver expectations.)
- **Policy Point #5:** The proposal considers and is consistent with local and regional land use and transportation plans. (Any proposal for new or revised access must reflect appropriate coordination with the local transportation system plan in order for FHWA to consider it for approval. Inclusion of a new access point within a local transportation system plan does not guarantee acceptance by FHWA).
- **Policy Point #6:** In areas where the potential exists for future multiple interchange additions, all requests for new or revised access are supported by comprehensive Interstate network study with recommendations that address all proposed and desired access within the context of a long-term plan. (Where growth and development are creating increased travel demand that may require more than a single interchange it is necessary to assess and account for the cumulative system effects of the added access.)
- **Policy Point #7:** The request for new or revised access generated by new or expanded development demonstrates appropriate coordination between the development and related or otherwise required transportation improvements. (Any proposal for new access must be coordinated with other street system improvements associated with the development that is driving the request).
- **Policy Point #8:** The request for new or revised access contains information relative to planning requirements and status of the environmental (NEPA) processing. (It is necessary that show that any request for new or revised access has cleared the appropriate environmental process before FHWA can approve it)

Graham stated that HDR has prepared a Draft Access Point Decision Report (APDR) that has been developed in cooperation with FHWA and ODOT in order to meet the 8 policy points. It identifies the operationally acceptable alternative that will be described and disclosed to the public in the EIS. Only after the NEPA process is complete and a record of decision has been issued for the EIS can FHWA approve the new access to the interstate that is described in the APDR.

GM Daughtry stated that regardless of the casino development, in order for a new interchange to happen, this process would need to be done.

Braibish reviewed questions submitted by Port Commission concerning potential closure of the East Cascade Locks Interchange(ECLI):

Q: Are the potential negative economic impacts to Cascade Locks considered in the interchange closure analysis? What are the anticipated impacts to downtown businesses?

A: Impacts associated with the Tribe's proposed access modification to the Interstate will need to be addressed in the EIS.

Q: What will the anticipated increase in traffic on Forest Lane be due to the closure of the ECLI? Forest Lane is:

- A residential corridor
- Part of the Historic Columbia River Highway
- Partly a Hood River County Road, partly a State Highway
- A main east/west corridor within the community

A: ODOT, as well as representatives from the City of Cascade Locks, requested that this evaluation be conducted. ODOT requested that existing conditions, future conditions without resort & casino, and future conditions with resort & casino be evaluated.

Q: Is the current freeway interchange spacing standard federally mandated or an ODOT policy?

A: ODOT policy for interchange spacing is 3 miles (crossroad to crossroad) for interchanges within an urban growth boundary. The American Association of State Highway and Transportation Officials (AASHTO) standards are 1 mile (crossroad to crossroad) in urban areas, 2 miles (crossroad to crossroad) in rural areas. An urban area as defined AASHTO'...are those places within boundaries set by the responsible State and local officials having a population of 5,000 or more'. For context on why we are using ODOT's spacing standards: ODOT has a stewardship agreement with Federal Highway – in that agreement, FHWA has approved ODOT standards and expects ODOT to follow our standards on NHS and federally funded highway projects.

Q: What are the physical limitations to the proposal to widen the Frontage Road along the south side of I-84

- **Designated wetland impacts?**

A: These types of impacts need to be addressed in the EIS. The City's Transportation System Plan (TSP) should also provide some guidance with respect to widening of the frontage road.

Q: Has there been a variance granted to federal or ODOT interchange spacing policies?

- **When? Where?**
- **What criteria is cited as a justification for a variance?**
- **What are the objections to granting a variance?**

A: Over the past 20 years, proposals for new or additional interchanges on the interstate system have been considered with spacing less than the minimum values. In each instance, locations that had partial interchanges or closely spaced interchanges near the proposed interchange have included combining of interchanges or removal connections.

The interchange spacing standards are established to provide efficient and safe operations of the transportation systems. Many of the standards provided in the Oregon Highway Plan and the ODOT Highway Design Manual, are based on information

provided in nationwide studies conducted by the AASHTO, the Transportation Research Board, and others.

Q: How much weight is given to impacts on Cascade Locks?

A: Impacts identified during the “study” phase of the EIS process, as well as impacts and concerns identified and expressed during the public involvement phase of the EIS process must be addressed in the final EIS.

Q: How will the closure of the ECLI impact the ability to provide emergency vehicle access to the community?

- o **What are the impacts to evacuation routes due to**
 - **Hazardous cargo spills from trains?**
 - **Wildfires?**
 - **Landslides?**

A: These types of impacts will need to be addressed in the EIS

Q: What are the impacts on the ODOT Weigh Station of closure of the ECLI?

A: ODOT discussed the potential closure of the ECLI with the Motor Transportation Carrier Division (MTCDD). Per MTCDD, the westbound ramp is not being used. MTCDD expressed interest in reviewing and being able to comment on the interchange configuration prior to finalization to be able to review the interaction between the eastbound entrance ramp at the weigh station (trucks accelerating) and the eastbound exit ramp (vehicles decelerating) at the proposed Forest Lane interchange.

Q: How can you mitigate what the freeway did to the town when the freeway was constructed?

- o **Construction of I-84 allowed interstate traffic to bypass downtown area and limited business opportunities.**

A: It is our understanding that the proposed interstate access modification is to provide a more direct access to the Port of Cascade Locks property rather than to remedy any past action. There currently is not a mechanism in place to mitigate for past freeway construction.

Steven Harry (ODOT community affairs manager) stated that it is a long process to get an interchange without a project.

Commission President Woosley declared a break at 8:10 pm.

Commission President Woosley reconvened meeting at 8:30 pm.

b. General Public: No comments

c. Commission: Commissioner McLean stated that at the LEAP meeting Friday, there was a comment from someone in the audience about the Port lifting the bridge tolls. McLean stated that she made a flip remark “that’s not going to happen”. McLean apologized for that comment. McLean stated that she could consider possibly lifting the toll for Cascade Locks residents.

Commissioner Lee stated that he attended a meeting with Chuck, UP R/R & CGRA regarding the beach area improvements.

Commissioner Lee thanked Port staff/City staff for the handling of the sinking boat in the marina.

Commissioner Caldwell stated that the community is trying to get a football team in Cascade Locks. There will be a fundraising dinner event on April 28th, from 6-9 pm at Multnomah Falls. Cost is \$30.00; please call the school for further details.

- d. **City of Cascade Locks:** Mayor Freeborn stated that there would be an open house on Friday, March 23rd at 7 pm at the pavilion in Marine Park for the community to meet the City Administrator candidates. Mayor Freeborn stated that the council would be interviewing on Saturday.

Mayor Freeborn stated that he was at the capitol and ran into the Governor and Ray Naff (Director Intergovernmental Relations). Naff was going to be in the gorge, so I invited him to Cascade Locks. Freeborn stated that he could not make the meeting today with Naff, but Daughtry and John Morgan gave him a tour.

Daughtry stated that they toured the city including Marine Park, new housing developments, casino and interchange sites.

- e. **Event Coordinator:** Phyllis Thiemann stated that the annual garage sale is the weekend of April 28th. Thiemann reviewed information about a conference that she attended "Travel Information Council" she stated that she is working with the council to bring the conference to Cascade Locks next year. Thiemann stated that she is working with the new owners of Columbia Gorge Broadcasting; they would like to promote CL more including Sternwheeler Days and the Festival of Nations.

Commissioner Lee commented on the Bass Tournament scheduled for May 12th, very exciting for CL.

IV. CONSENT AGENDA: (Consent Agenda may be approved in its entirety in a single motion. Items are considered to be routine. Any Councilor may make a motion to remove any item from the Consent Agenda for individual discussion).

- a. **Approval of Minutes: dated March 1st, 2007**
b. **Approval of Bills dated March 15th, 2007 in the amount of \$ 50,245.71**
c. **Approval of February 2007 payroll in the amount of \$ 39,902.81**

COMMISSIONER LEE MADE A MOTION TO APPROVE THE CONSENT AGENDA. COMMISSIONER JANIK SECONDED THE MOTION. Motion passed unanimously by Commissioners Woosley, Lee, Caldwell, Janik & McLean.

V. OLD/NEW BUSINESS:

- a. **Appoint Budget Committee:**

Staff Miller stated that no new letters of interest have been received.

- b. **Award bid for Campground Restroom Project:**

Staff Kraemer reviewed bid process and project. Kraemer stated that the bid from Lathrope Construction did not qualify because it did not comply with the bid requirements. Discussion on placement, closest to city services would be by kiosk.

Bids were as follows:

- Lathrope Construction - \$ 50,800.00
- Emerick - \$ 133,000.00
- JWC Construction - \$ 156,380.42

- Springhill Construction - \$ 250,000.00

COMMISSIONER LEE MADE A MOTION TO AWARD THE BID TO EMERICK CONSTRUCTION FOR THE CAMPGROUND RESTROOM AND SHOWER PROJECT FOR \$133,000. COMMISSIONER MCLEAN SECONDED THE MOTION. Motion passed unanimously by Commissioners Woosley, Lee, Caldwell, Janik & McLean.

c. Approval of Water Main & Fire Hydrant Project for Marine Park in conjunction with the City of Cascade Locks.

Davis reviewed written report. Cost to be split with the City and then the City will take over the ownership of the water utility.

COMMISSIONER LEE MADE A MOTION AUTHORIZING THE GENERAL MANAGER TO ENTER INTO A COST SHARING AGREEMENT WITH THE CITY OF CASCADE LOCKS CONCERNING CONSTRUCTION OF THE NEW WATER MAIN AND FIRE HYDRANTS IN MARINE PARK, TOTAL AMOUNT OF THE PROJECT NOT TO EXCEED \$30,000 FOR MATERIALS; PORT & CITY TO PROVIDE LABOR JOINTLY. COMMISSIONER JANIK SECONDED THE MOTION. Motion passed unanimously by Commissioners Woosley, Lee, Caldwell, Janik & McLean.

Staff Reports:

Maintenance Report: Dale Davis reported the following:

- Reported on City's Fireboat sinking, felt Port and City had good response. Daughtry agreed stating that the last time a boat sank it took weeks to raise and the Port had to take ownership before raising it.
- Cleaning up Herman Creek site, to ready for marketing, thanks to City's Public Works for use of truck & backhoe.

Daughtry stated that Hood River County would come out to inspect building, to know what it will take to get it ready for occupancy. It is zoned light industrial. Bill Fashing has visited site. Daughtry stated that he spoke with Chinook Sailing and Cascade Wood, about the land being marketed. Daughtry stated that we would expect job creation from whom ever buys or leases the property.

Davis stated that we would utilize the fire reduction program for this property.

- Getting ready to fertilize park. Doors for visitor center restroom have arrived, repairing lights at bridge & Marine Park, installing cameras at bridge.

Commissioner McLean requested that Bear Mountain be reminded to clear scotch broom etc. from their property.

Rare Report: Nick Kraemer reported the following:

Lock Tender Homes

- Contacted Versatile Sash, Windows, and Doors and Oculus Fine Carpentry
 - Both very excited about the project
 - Oculus visiting during week
- Located corner windows
 - In decent shape, except one broken section
- Additional funding:
 - SHPO - Certified Local Government Program
 - Gave presentation at City Council (City Council to review information)

- Attending Gorge Fundraising Series Workshop
- Thanks to Sue at the Hood River News for article in paper.

Visitor Center Doors

- Chose contractor and suppliers
 - Tum-A-Lum Lumber
 - Hale Construction NW, Inc.
 - Baxter and Flaming Industries, Inc.
- Early-Mid April Installation Date
- Portland Spirit is making great progress, will be staining floors soon.

LEAP

- Community Dinner on March 9 went great!
- Thanks to all that donated items for the raffle

Shakespearean Summer Plays

- Scott Palmer received funds from Washington County to perform a feasibility study for that area.
- Expressed interest in performing on Thunder Island, summer of 2008, searching for funding to offer free performances to gage interest.

Pacific Crest Trail Days

- Brainstorming and identifying possible partners.
- May cross promote with "Rails to Trails in Portland"
- Sending info to PCT National Conference in Seattle, March 24th.

Marine Park Landscape Master Plan

- Contacted U of O Landscape Architecture Department
- SDAO Internship Program

Accounting Report: Pat Albaugh reported the following:

- **2005-2006 Fiscal Year Audit:** Received the audit report for last fiscal year. Our auditor, Bill Parker, said he found no internal control problems and gives us a clean and unqualified opinion (The form of audit report issued when the examination was adequate in scope and the auditors believe that the financial statements present fairly the financial position, operating results, and cash flows in conformity with generally accepted accounting principles).
Commissioner Lee commented that he was pleased with the audit.

February Overview-Financials

- Positive financial performance in the month of February. Revenues exceeded expenses and available cash balance increased during the month.

2/28/07 Balance Sheet

- The available cash balance increased during the month. The fund balance has generally grown over the winter and there is now over \$100,000 more available than last year at this time.
- There will be several large expenditures coming in the next couple months that may exceed operational revenues (audit, campground bathrooms, Visitor Center doors, possible water main replacement, House 3 repairs).

YTD Budget Variance Report

- Revenues continue to exceed budgeted numbers.
- Expenses are below budget at this time. The variance will decrease when the campground restroom and House 3 projects are expensed.

Operating Statement

- Operating revenues exceeded operating expenses during the month.
- Continuing to fine-tune the budget, focusing on deferred maintenance and business development.

c. GM Report:

- Attended Hood River Chamber meeting, they are interested in putting on a community event in Cascade Locks. Will update community as plans are made.
- Next Port meeting will be a joint meeting with the CGRA on April 5th, at the Pavilion –7pm. Agenda items to include beach improvements, summer schedule and Herman Creek site.
- Deb Lorang is having a SOLV event May 5th, clean up along the Columbia River.
- Gydia Haight mentioned the sailing school this summer. Sign up through Hood River Community Education.
- Office of Rural Policy-Jim Azumano from the Governor's Office will be having a public meeting on Rural Needs and Issues to discuss a new state economic development process. Pavilion on April 12th, 2007 – 2:00-4:30
- Mid Columbia Workforce Housing Summit April 6th, Best Western Hood River Inn.
- Oregon Governor's Conference on Tourism is April 15-17, 2007 in Sun River, OR.

INTERCHANGE ACCESS:

- Meeting with ODOT, Federal Highway and BIA confirmed for Thursday, March 15 at 7 pm as part of regular Port Commission meeting. Sent invitations to members of City Council.
 - **The meeting will be limited to a briefing and responses to questions from the Board and the City Council. Public testimony will not be taken.**
- Contacted Dave Reese and Ray Naff of the Governor's office and informed about meeting this week.
- A list of questions was forwarded to ODOT and Federal Highway concerning local community concerns. The Port requested that ODOT/Federal Highway respond to these questions.
- The highway access decision point and discussions concerning the potential closure of any of the existing partial interchanges strictly belongs ODOT and Federal Highway. The only connection to the BIA/Warm Springs Casino Resort Project is funding. If there were no casino proposal, we would still be dealing with ODOT and Federal Highway on potential interchange closures. The BIA decision on the Casino and the ODOT/Federal Highway decision on the freeway access point are completely independent of each other.
- Kristen Stallman of the Historic Columbia Highway Advisory Board is invited to discuss impacts on the Historic Highway.

BEACH IMPROVEMENTS

- Commissioner Tim Lee, Peter Tuck (CGRA member & Olson Engineering), John Trumbull of Union Pacific and Port Staff met to discuss the improvements to the Beach Area. Peter is preparing a plan to allow expansion of the parking area without construction of a retaining wall.
 - Also present was April Siebliener of HHPR and we discussed the underpass issue with John Trumbull. John said that he would try to locate the original as built so we can determine the footings depth and width. John was not encouraging concerning options that would result in partial closure of the rail sidetrack.
 - John Trumbull also mentioned that the old mill site buildings located on the spur track between the Marine Park and WaNaPa are slated for demolition.
- Don Haight will be out of the area for the next week or two. He plans to perform certain beach improvements upon his return, pending availability of heavy equipment.

MISCELLANEOUS

- ODOT requested copies of the selection process that the Port used to originally select HHPR for the underpass feasibility study to determine if the contract with HHPR can be extended for engineering services. ODOT has stated that they will forward monies from our \$800,000 Transportation Grant to perform enough preliminary engineering to take us to the point of UPRR permitting approval.
- Met with Scott Palmer and Nick Kraemer concerning the Rose Shakespearian Theater Proposal. Scott said that Washington County has pledged \$45,000 toward a feasibility study to construct the theater in Hillsboro at an old Intel industrial site. However, Scott indicated that the site is not as ideal as Thunder Island. Scott said that he would like to plan ten performances of "A Mid-Summer Nights Dream" for Thunder Island in July 2008 over the course of two consecutive weekends. I will assign the coordination of this potential event to Phyllis.

Commissioner Caldwell suggested that the bridge tollhouse get painted. Staff Davis stated that was in the next year's budget.

VI. MONTHLY CALENDAR: Review

VII EXECUTIVE SESSION: Not needed.

VIII. ADJOURN/RECESS: Commission President Woosley adjourned regular meeting at 10:11 pm.

Submitted by Kristi Bengtson