

**Joint City of Cascade Locks Council  
&  
Port of Cascade Locks Commission Meeting  
Friday, February 22, 2008  
6:00 pm/Pavilion Marine Park**

**I. CALL MEETING TO ORDER: 6:14 PM**

Mayor Freeborn called the City Council meeting to order at 6:14 pm.  
Port Commission President Lee called the Port meeting to order at 6:14 pm

**ROLL CALL:**

City Council present: Mayor Freeborn, Councilors Osbourn, Brazille, Cramblett, Mitchell & Driver.  
Council member Holstrom was absent.

Mayor Freeborn made a motion to excuse Councilor Holstrom, seconded by Councilor Driver. The motion passed unanimously.

**Commissioners present:** President Lee, McLean, Caldwell & Janik. Commissioner Woosley was absent.

Commissioner Woosley was excused.

**Others present:** Port General Manager Daughtry, City Administrator Bernard Seeger, Port Attorney Jerry Jaques, Port Recorder Kris Miller, Deputy Recorder/Admin Aide Susan Miles, HDR Consultant Carol Snead, HDR Senior Planner Evan Dust, Walsh Bishop CEO Dennis Walsh, Walsh Bishop VP Steven Knowles and CEO Kah-nee-ta Jeff Ford. Additional attendees are listed on Exhibit A.

Mayor Freeborn & Commission President Lee welcomed everyone to the joint meeting. Commission President Lee announced that this is a public meeting, Commissioners and Councilors will be able to ask any questions they have first and then at the end of each Section, the public will be welcome to ask any questions they may have. He instructed them to state their name prior to their question.

Commission President Lee then turned the meeting over to Port GM Daughtry, who thanked everyone for turning out and welcomed Gene Miller back.

**II. Draft Environmental Impact Statement (DEIS) on Bridge of the Gods Resort & Casino – Timeline / Presentation / Impacts / Interchange**

Port GM Daughtry stated that there would be four parts/sections to tonight's meeting.

1. Timeline / DEIS
2. Bridge of the Gods Resort & Casino Presentation
3. Local Impacts
4. Interchange Process

Port GM Daughtry reminded everyone that tonight is for sharing ideas and is the first night in a long process of open hearings. He announced that there is a FAQ sheet (Exhibit B) that was handed out and it will be available at the Port and City offices, as well as the Public Hearing Schedule and the DEIS itself.

Port GM Daughtry then turned it over to Carol Snead, Consultant for HDR and the Project Manager for this project.

**1. Timeline after DEIS release:** HDR Consultant Snead stated that HDR's team prepared the DEIS for the Resort project. The DEIS was released on February 15, 2008 and has been given a 90 day comment period. All substantive comments will be incorporated into the final EIS. The DEIS can be found at the website [www.gorgecasinoeis.com](http://www.gorgecasinoeis.com) and copies will be available at the City and Port Offices and the Cascade Locks and Hood River libraries as well. Comments can also be left on the website regarding the DEIS and comments can also be made by letter to Stan Speaks (Director, BIA).

Snead said that there would be 5 public hearings that are scheduled for March 3 at Kah-nee-ta Resort, March 10 at the Port Pavillion, March 12 at Rock Creek in Stevenson, March 13 at the Doubletree in Portland and March 17 at Hood River Middle School.

Snead instructed that all comments will be limited to 3 minutes and should be kept to substantive comments only as this is not a vote on whether or not you agree with the project, for example: comments on if the EIS did a good job on the analysis of alternatives and if the analysis is complete are substantive comments. All substantive comments will be responded to in the final EIS. Snead then asked for questions/comments on this section.

*Question: Denise of the Yakama Nation asked in what official capacity did she (Carol) or HDR represent the Secretary of the Interior and what authority did they actually have to take information here*

Answer: HDR Consultant Snead stated that they are not taking in any information in any official capacity in this meeting and that is what the public hearings are for. At those meetings representatives from the Bureau of Indian Affairs (BIA) will be there to record the testimony.

Port GM Daughtry asked if there were any more questions and then moved on to the next section.

## **2. Bridge of the Gods Resort & Casino Presentation**

Port GM Daughtry introduced Jeff Ford, CEO of Kah-nee-ta.

Kah-nee-ta CEO Jeff Ford then thanked all the architects of the project for being here from the architectural firm of Walsh Bishop in Minneapolis, MN and then turned it over to CEO of Walsh Bishop Dennis Walsh to introduce the architects and give the presentation.

Walsh thanked everyone for being here tonight and said that it was the first time they have had to present a project to a public community. He then introduced those involved in the project: Steven Knowles who is the VP of Walsh Bishop and the lead designer on the project that was created, and Craig Hermel, Civil Engineer. He stated these two have worked for a while together on the project and have created it as more of a "community solution" instead of an isolated site. This presentation is the most recent, so anything that may have been seen in the past, this is where the project is at and not yet been seen outside of the tribes as in this full perspective before.

Walsh introduced Steven Knowles, VP of Walsh Bishop and noted that he will walk them through the presentation.

Knowles thanked Walsh and noted that this presentation will talk about the project and its design and that a lot of heart and soul and care for the community was put into designing this project. In fact the name of the project, Bridge of the Gods Resort & Casino, was picked due to the special location of this community due not only to its proximity to the bridge but also with a focus to revitalize this community (Someone from the audience asked for him to speak up) and be something that the Tribe could be proud of.

Knowles noted that the existing site is industrial and a project such as this one, with the landscaping involved, would create a new image for this area. There has been a community in this area a long time, since at least the River Villages, and this early community and the area's longevity has been the inspiration for the project. Due to this, a cultural specialist has been on hand throughout to include a history of the Columbia River and the people who have lived off of it. The original concept was that the building would resemble the River Villages and also bring back memories of the thundering falls of the Cascades. This concept was moved into the interior of the building in order to be able to blend the building more into the landscape and the river environment. Almost as important as blending the building into the horizon and the site was the cultural exhibits along the path leading from the outside through the building in order to incorporate the history of life along the river because it is very important what the guest experience would be. The project will be lined up against the railroad and the highway but be set

up in a way for there to be future development to the north. He stated that the actual building materials used were also important and were careful about what wood species were used and how natural light could be brought into the building, as it should "live" 24 hours a day. All these aspects are important due to the size of the building itself being approximately 2 ½ - 3 city blocks (in Portland sizes) as well as the Conference Center and Hotel which add another 1 ½ city blocks (in Portland sizes). So in order to integrate the building and the areas around the building, bringing back landscaping to the industrial site and water features to take you back 200 years will be incorporated. There will be a thundering falls feature on the west side of the main building and outside the hotel will be landscaping for weddings and salmon bakes (to show village life). How the parking was managed was also important to the design and helping the site to blend. A part of the parking is the travel area to and from the buildings, so there will be tunnels to help when there is inclement weather. Education on renewable/sustainable initiatives will also be an important part of the project, as solar panels will be brought in and green roof technology looked at as a possibility for the project. An aspect of this is the water, which will be made sure to leave the site as clean as it when it entered. These design elements (including the use of wood and the area colors) help come together to make a special experience for the guest inside and out. One of the most important aspects of the project was incorporating the cultural discussion and bringing in the passion of the area. There will be a "river path" that will tell cultural stories about the river's, Oregon's and local culture's history. This will be carried and incorporated throughout the buildings and the pathways outside. The focus of the public space is to be so that it can be enjoyed no matter what you are there to experience.

Knowles went on to explain what amenities the hotel and conference center will offer guests and explained that the design aspects will be continued into these buildings in the same feel of the whole project – with regards to the cultural and environmental feel. He thanked everyone and handed it back over to Port GM Daughtry.

Port GM Daughtry said that he himself had a question:

*Question: How close are the plans to being finished?*

Answer: Knowles said that they have already gone through the process of schematic design and everything that will be part of the project has been identified and that the next phase are the construction documents which are the working drawings and as this process goes along, the design will be refined a little more.

Port GM Daughtry then asked if there were any other questions and to remember to state your name and where you are from.

*Question: Tony (last name unknown, not signed in) of CL: Although this project looks like it will be beautiful, there is obviously going to be construction. Will all these construction facilities and trucks be coming down Forest Lane because the overpass shows it leading right into Forest Lane and through the neighborhood.*

Knowles said that he would have Craig (last name unknown) who is with Kittleson Construction and is a traffic engineer answer this question.

Answer: Craig stated that at this time they are still unsure of how that is going to work but they do know that they do not want trucks going through the middle of town as they know that it is your community and there are homes along those roads and they will definitely work with the community on it to make sure there is as little impact on it as possible

*Question: Joienne Caldwell of CL: Since there is so much rail around this area, can the material be brought in by rail instead of by highway?*

Answer: Knowles stated that he thought this was an option that was being considered and also knew of a discussion to bring the materials up the river by boat. That is what is nice about this particular project site

is that you have road and also rail and also the river and so everyone is looking real hard at the most appropriate way to do this. They really do not want to go through the neighborhoods and want the project to be part of the community and that is not the way to start.

*Question: Carol Taylor of CL: It looks like there is going to be a lot of excavating, what are you going to do with all the extra dirt?*

Answer: Knowles stated that the beauty of this project was that there was not going to be a lot of excavating, due to the way they kind of buried the project down and is being built pretty much where the existing grade is. They will be going down a little bit because the land is composed mostly of the fill from the dam construction. They have been working with Craig's team to make sure they are balancing out the sight and utilizing the resources that are there.

Carol Taylor interjected that she understood the parking garage is one level down.

Craig stated that he would take the question from here. As the parking structure goes down, they found from investigations at the site that there is some woody debris buried in it and so they plan to bring in tumble grinders and breakdown the fill to use in the landscape design and top soil as well as on the west end of the parking lot there is a drop in grade and they can use it to try and balance the whole site out. So where it stands today there is little or no material to be taken off site. Plus they will have an overpass bridge that will take a large amount of fill material to build that up and that is probably where 90% of that material will go.

*Question: Bob Walker of CL, stated that he works for ODOT, but that this in way is for his employer but being asked as a resident of Cascade Locks. After reading the DEIS, he is concerned about the traffic impact to Forest Lane. The DEIS shows photos of Forest Lane as a 4 lane road and wants to know what the plan is for Forest Lane from the Casino to Wheeler Street.*

Answer: Craig said that they were not prepared to comment on that at this time and that this discussion was regarding the site itself.

Port GM Daughtry then asked Evan Dust, Senior Planner for HDR if he wanted to comment on this question.

Dust expanded simply to recommend that everyone refer to the EIS document, review carefully and that all comments be kept to substantive comments in order for it to be applied to the EIS statement.

Knowles then added that there will be a presentation on the preferred alternative in regards to traffic impact at the end so that might help in terms with what Mr. Walker is asking.

Mr. Walker then made another comment asking if they will have a chance to make a comment on traffic impact during this meeting or were they just saying that they had no answer at this time.

Knowles answered that there will be an open meeting here on March 10th and suggested that would be the best to make the comments.

Mr. Walker added that with any large development whether it's a ballpark or Bridge of the Gods Casino he would expect they would have some kind of answer since the EIS has photographs of a four lane road on Forest Lane.

Knowles responded that in the last section of tonight's meeting there will be an overview of the preferred alternative, Mr. Walker interjected that he would save the rest of his questions for that section then.

Sandra Kelley of CL then stood up and said that she feels that this is the 11<sup>th</sup> hour and feels that they should be prepared to comment on any questions that are asked.

Port GM Daughtry responded that this is the beginning of the process and that these are all really good questions but there is a preferred and operationally acceptable alternative that has been substantially approved by ODOT and federal highway and they will be looking at that a little bit later and they can look at the design of that and what the perceived impacts are.

*Question: Donna Mohr of CL said that they are told it is a long, low building, but how many stories high is it?*

Answer: Knowles said there is one lower level which has the parking underneath it, so that the main level of the casino is the 2<sup>nd</sup> level and there is third level in the backside for additional offices. The hotel is the tallest structure as a 6 story building with one lower level. So they really worked with the landscape to keep the buildings down, or as low as possible. That was the goal because the river villages were always the long, low structures and they wanted to try and keep with that.

*Question: John Randall of CL said that years ago when this whole project first started the number of 500,000 square feet was thrown around, and then over time, the number started going up to 600,000, 640,000, 650,000 so he wanted to know if they knew what the actual square footage was going to be.*

Answer: Knowles responded that the project is still at about half a million square feet and intend on trying to keep to around that number and also keeping the projects "footprint" at around 200,000 square feet by stacking. He acknowledged that the square footage may grow, it may shrink – but the point is that even though that may change what counts is that the footprint would be kept small.

Port GM Daughtry then stated that he wanted to remind everyone that we were here to share and listen to the information.

*Question: Julie Babcock of CL said that she heard him mention the sustainable practices that they intend on using and was wondering if they were going to go for LEED (Leadership in Energy and Environmental Design) Certification or some of the other "green" certifications.*

Answer: Knowles stated that they will be working with a green building council to get this project certified and the board has approved this and they will try to get LEED certification but they will also be attempting to get certified through Green Globes which is another federally recognized program which comes out of Canada and England. Certainly the project will embody sustainable principles, but again, with the issue of smoking indoors, they may not be able to get LEED certification but they will try, however they will also attempt to get certified with Green Globes.

*Question: Bob Walker said this question was about the site and the parking and that they discussed the bioswell and how you are going to treat the water so that it will be cleaner than when it came in and will it be that way for any service (water) and will they be required to do that or are you actually doing that.*

Answer: Craig stated that the plan is to meet or exceed what the Clean Water Act is requiring them to do. They are having "treatment trains and are doing more than what is required especially for site developments such as parking lots. There will be a 3 way process to treat the water before its released instead of just one and that is what they are calling the "treatment train". This also goes towards getting LEED certification as they get extra points for integrating these things into the site.

*Question: Darell Driver, Councilor CL, questioned in regards to concerns over Fire Prevention in the building design: will there be a sprinkler system throughout the entire building and are they taking*

*additional steps to either meet or exceed the most recent standards just due to the fact that it is not in the city or close to a large fire department.*

Answer: Knowles stated that they actually met with local officials and that Fire Safety was a very important issue to them and making sure that they have access. Also they know that Cascade Locks has a bad ice situation so there are times when fire trucks just can't get somewhere. This project should exceed any codes just due to having to meet insurance requirements. They are working with safety standards to ensure that this building stands up through fire, flood and earthquake. There are many people paying a lot of attention to making sure this is a safe facility. Also, water being brought to the site is being increased just for that issue of the sprinkler system.

*Question: Simon Samson a member of the Yakama Nation and resident of Underwood, WA and a Columbia River Fisherman, wanted to know what the benefit was of having a casino in Cascade Locks in regards to revenue for the City and the Fire Department?*

Answer: Port GM Daughtry said that this question should be able to be answered in the next part of the presentation. He reminded everyone that this is a long process, so any questions not answered will be over time.

Leona Ike of the Yakama Nation asked to make a statement. She wanted to make a point that her people have always looked out for the environment and always taken care of the community and shared. They will do what they can to provide for their people and neighbors. She wanted everyone to know that every effort has been made to be good to all native people and fellow Oregonians. Her people have made sure this is a safe and environmentally friendly project.

### **3. Local Impacts**

Port GM Daughtry thanked everyone involved in the last presentation and introduced Bernard Seeger, City Administrator to present this section.

CA Seeger first explained and showed in the presentation how Cascade Locks assessed property value compares to Hood River, Parkdale and Stevenson. He stated that this is an indication of what our commercial/industrial property value looks like. It's a skewed property tax situation. When this site is developed, there will be a bump of \$400 million to assessed property value. Also impacted will be the property tax revenue. Currently residents take on a greater share of property tax due to low commercial / industrial values and therefore there is less revenue for the city. This leads to under funding for Public Safety, Fire and Planning. After this project, the city can expect over 650% increase in assessed value and property taxes. This would also be a benefit because it would bring a relief to the tax burden on residents. Local financial benefits that will also be included after the resort has been developed will be as follows: there will be a total of \$1.7 mil a year in assessed value. \$1.1 million will be for the city, \$570,000 for the county and \$10,000 for the port. The tribes have also agreed to provide \$432,000 towards Public Safety and \$340,000 for Emergency Management Services in the first year as start up. They will also be assessing the Transient Room Tax to all 250 rooms which will provide another \$407,000 annually. There will also be a committee established to award money to projects upon review and approval to local communities, however of that \$1.7 mil set aside, the 1<sup>st</sup> \$100,000 of that will be pledged the city each year before the money is awarded.

Port GM Daughtry then spoke on the economic impact to the port. He stated that this project creates at least 1,700 full time jobs with an average wage of \$17.30 per hour. According to the DEIS, the annual payroll is expected to exceed \$60 mil. This project will also create over 1.7 mil construction hours, which also accounts for a lot of higher paying jobs. There is also opportunity for a new interchange which will provide opportunity for other port properties. The tribe is only using 60 acres of over 120 available. The tribes agree to lease 35 of the acres and have actually purchased only 25 acres. The port then maintains

control and a partnership so the port can manage the property in regards to what the tribe would be allowed to put on the property. The lease will be good for 99 years.

CA Seeger took the floor again to explain other community benefits. He stated that with the added revenue, the general fund would be able to take the Downtown Redevelopment Plan to the next level. This project could bring economic energy that could last year-long in the idea of constant tourism. Other amenities the community would hope to acquire would be that anticipation of this project could bring business to town that we do not have, such as a bank, more restaurants, a pharmacy and other conveniences any community should have. There will also be increased property value and this project could also bring back mass transit like the rail to the Gorge. Mass transit is the catalyst needed for reducing traffic and pollution. There will also be water and sewer impact as with a more robust customer base, more necessary services can be brought. Finally there will be a positive impact on our schools, as most recently enrollment has been down 37% since 1994. The project will bring an increase in enrollment and erase the possibility of us losing our school.

Port GM Daughtry then took the floor to list the financial benefits to the port. This project has brought the Port Option Agreement which is the agreement with the tribes. There were two conditions to the purchase which was: Oregon had to approve the contract and the BIA had to approve the land for a casino, and also 35 acres was to be leased for 99 years and the casino must be in continual operation with a rent of \$328,000 annually. The leased land must be re-appraised every 10 years and development standards must be met as well as the land kept in good condition. The tribes must ensure leasehold improvements and pay for the cost of repairs and maintenance. Perhaps the biggest factor is that tribes are a government entity and are immune to lawsuits and torts unless they waive that right and the tribes have agreed to waive that sovereign immunity. He also mentioned how this project could draw development for a store such as the Woodburn Company Stores, which itself is a huge tourist draw, and studies have shown that this sort of project would be a huge draw in this direction and such a project could fit in the Port of Cascade Locks. He also discussed the issue of this being the first off reservation casino that the Grand Ronde tribe is arguing against. He showed on a map that their gaming facility was clearly off reservation in the beginning and the land was later acquired. The tribes are going through the process of allowing this land to be used. He just wanted to mention this so that when people hear that it is the *first* off reservation gaming facility, it is just not true.

Before opening it to questions, CA Seeger mentioned again the FAQ handout (Exhibit B) and that if someone didn't get one, it would be available at City Hall.

*Question: Tiffany (no last name or residence given, not able to determine from sign in sheet) said that she had two questions for Port GM Daughtry and two questions for CA Seeger. First question for CA Seeger: Please clarify what was said earlier, that there was there would be approximately \$1 million from the Community Benefit Fund provided and considered a benefit of the project?*

Answer: CA Seeger said yes, there will be \$1.1 million in property tax revenue and actually \$1.7 to the Community Fund.

*Question: Tiffany asked if the Community Fund is for 11 counties, then what portion of it is ours?*

Answer: CA Seeger stated that the first \$100,000 will always be provided to the city first.

*Question: Tiffany said would it be wise to count on the \$1.7 million, because what if it the project does not happen if a ballot initiative passes in November to prevent off reservation gaming?*

Answer: CA Seeger said that the city is not counting on this money, but that if this project happens, these are the anticipated benefits.

*Question: Tiffany then asked how are you supposed to sell Cascade Locks to people when it is closed off by closed off ramps?*

Answer: CA Seeger stated that exit 45 will not be closed. Exit 44 is only being proposed for a partial closing. He said that he didn't want to speculate on the unknown outcome. The goal though is to resolve this in a favorable manner, but the west end on/off ramp will not close.

*Question: Tiffany asked Port GM Daughtry if we are looking to bring business in that will harmonize with the casino, why don't we try to bring it in now instead of the waiting on this project?*

Answer: Port GM Daughtry said that the city is looking now for businesses to come here, but as far as marketing the city to a business, that business must be self sufficient in order to thrive here at this time since there are no support services and then looking at our school numbers. He said he does not want to make excuses though because this is a great town and has lots of developable land. He wants to extend business out to the Peninsula and market that as it is a beautiful piece of land. He stated that this community has suffered from the Gorge Act and then proceeded to discuss the faults of the Gorge Act and what it has done to smaller communities by forcing them to become self sufficient. He stated that if you look at economic indicators of a self sufficient healthy community, one of the indicators is do you have a Les Schwab in town? He said if you think about a lot of towns that do have Les Schwabs you will notice that they have a lot of other infrastructure that helps make that community vibrant. Basically, if Cascade Locks can get a Les Schwab, then maybe we will be doing pretty good.

*Question: Carol Taylor of Stevenson, WA had a question regarding the water flow. From what she understands the casino will be taking in over 400,000 gallons of water a day. If the city were to put in another large business would there be enough water?*

Answer: Knowles of Walsh Bishop answered that there will be a water tank built for the project to bring in the additional water.

*Question: (No name given) This question is about housing. Where will housing be put and where will tribal employees live?*

Answer: Jeff Ford of Kah-nee-ta stated that they were predicting that about half the workers will come from Multnomah County and there will also be workers that will be shuttled in from the reservation. They also expect to provide shuttle service to bring workers from their homes. Although he can't predict what will happen in the community as far as housing growth here, the plan is to move people to and from the resort by shuttle.

The person that asked the housing question stated that they just wanted to make a point of the fact that there are not enough affordable rentals.

Mimi Morrisette then stood and wanted to make a statement. She said that she has a site that is 12.7 acres where 120 affordable apartments can be put.

Port GM Daughtry said that affordable housing is an issue in any community and takes time to resolve.

*Question: Sandra Kelley of CL said that it is extremely problematic that the EIS says there will be interchange closures. She said that these were predictable impacts and why were they not prepared for?*

Port GM Daughtry said that he was disappointed that it was not resolved prior to the release of the EIS. They tried to get it resolved by hiring a former traffic engineer to make arguments against closure. There are consequences of a partial closure that are understood and they don't know at this time how it will be resolved but they are working to keep it open. Unfortunately, he said that a federal agency is

representing a state agency. He said they will pursue the process. He said they could not predict this as in order to do a traffic analysis it is a sizeable expenditure and they did not have the ability to do that.

*Question: Larry Cramblett of CL said that he is concerned that most supervisors and floor people that are not from around the area moving here. He stated that he is a school teacher and has a friend in Sheridan where a similar situation happened of tribal members moving into the area and changing school enrollment and then moving away shortly after. He feels that these people are transient in nature and school enrollment could change constantly as families come and go.*

Jeff Ford, CEO of Kah-nee-ta stated that he believed that statement was a stereotype of the people who worked in a casino and therefore didn't feel he could even give a response to that question.

Mr. Cramblett stated that he is just concerned about people moving in and out of town and the stability of the children in the schools.

Ford stated that he is unable to answer Mr. Cramblett's question, that is was just not possible.

Joienne Caldwell of CL said that she wanted to speak on the closure of the East Cascade Locks Interchange (ECLI). She said that she had a family business that sold at a great loss that used to be along Forest Lane and that Sandra Kelley should know that this issue is very important to everyone. She wanted to be sure that there were hearings for this and the need to keep ECLI open. She urged everyone to attend the hearings and make an impact.

*Question: Bob Walker of CL said there has been a lot of talk of assessed property value and said that we compared Cascade Locks to Hood River, Parkdale and Stevenson. He wanted to know if it was fair to use comparisons that weren't the same physical size of the area?*

Answer: Port GM Daughtry said that he selected those areas for comparables in relation to population size to our community.

Bobby responded but did not have the microphone and was unable to make out what was said.

CA Seeger said that the other reason it is relevant is that although Hood River has a population of 7,000, if you spread it out, they are still doing better than us on a population per assessed property value basis. He said that is due to their more robust industrial / commercial property.

Port GM Daughtry said that the point was that the tax revenue raised from the casino would be almost equivalent to what Hood River makes.

CA Seeger said that revenue increase would be tremendous given our small population and infrastructure and we would be sitting nicely from a revenue perspective.

#### **4. Interchange Process**

Port GM Daughtry stated that he felt they needed to move the meeting along as they were to the final section and that they will stay afterwards and answer any questions anyone might still have. He then introduced Evan Dust, Senior Planner for HDR who will present the information on the Interchange Process.

Evan Dust introduced himself as someone who has been involved with this project from the beginning back in 2005 and prior to that was a planner at Clark County for 11 years.

The Transportation System Plan states that request for a new interchange on the Federal Highway System must contain a complete Access Point Decision Report (APDR). There is a particular process for this and an environmental analysis must be done with it. This process is fairly simple, the report must demonstrate the need for access to the interstate system, develop alternatives such as local roadways and there are no alternatives, then you move on to how to change the existing interchange. If none of those work, then that is when you look at a new interchange of which there are many different types. You take those alternatives that you come up with and you pare them down by tossing the ones that clearly wouldn't work and analyze the remaining alternatives in detail. This can be done by figuring out if they really meet your need, whether it can be done and if it will keep the interstate system whole. Once you have analyzed all of them, you select one that is an Operationally Acceptable Alternative(OAA) to the interchange. This doesn't mean that the alternative is acceptable to the community or if it has an environmental impact, it is just the only viable alternative. After the OAA has been chosen it is placed in the DEIS.

Dust then presented a timeline of the Access Modification approval process for Cascade Locks. This began back in December of 2005 when a bunch of alternatives were generated. These alternatives were screened in January of 2006. Then in May of 2006, those alternatives were pared down to 5 alternatives by screening them with ODOT, FHWA, HR County, the City, the Port and the Access Working Group. In December of 2006, a new alternative was discussed, which was taking a previous alternative and adding to it the partial closure of ECLI. This new alternative was analyzed by the Access Working Group, ODOT and FWHA and though it looked good provisionally and so it was placed in the draft APDR as the OAA which in September of 2007 was submitted. ODOT approved it and the OAA was placed in the DEIS. Now we are in February of 2008 and the DEIS is out and the APDR is still a draft until the environmental review is complete and whether or not the closure of ECLI is viable.

Dust then wanted to present all the seven local alternatives and 17 alternatives to access the interstate system that were floated around and how they came to the final OAA which is the ECLI closure alternative. He mentioned that this document (APDR) was available at City Hall if copies were desired. He also discussed that as required by Federal Policy they developed an alternative mode basically saying could we handle all the demand for an interchange using alternative modes such as carpooling or shuttle bus or water taxi or train. He then stated he had three binders which were pieces of the APDR and would be available at City Hall for viewing or copies. He then proceeded to outline the handful of alternatives that received the technical analysis:

1. The first alternative was called OL2, which was essentially a local alternative of don't change anything about the existing interchanges but try to build a street system to take traffic to and from the existing interchanges. This would have required a five lane collector facility running south paralleling I-84 with a new bridge across I-84 and across the rail line into the port property.
2. This alternative was about taking an existing interchange and making it better. The best one to look at for this would be ECLI, which at this time is a partial interchange due to it only be two instead of a full four ramps. The alternative would be to add two ramps - one to each interchange and then connect it with an enhanced Frontage Road and put across a bridge into the port property.
3. This alternative was a look at the Herman Creek Interchange. The idea was to make this a full interchange and then connect it with a roadway to the port property.
4. Finally, it was decided to look at building a brand new interchange. This is called a Single Point Urban Interchange (SPUI) of which Oregon doesn't have many of, but Washington does. Essentially this would bring all ramps to a single point and control it with a signal. The advantages to this design is that there is a smaller footprint and it takes less area than a traditional diamond interchange. Also because there is only one signal, you can get more cars through that interchange. As far as disadvantages, it would require a huge bridge with lots of impervious surface and was a final contender due to the amount of traffic it could handle.

5. This alternative of a brand new interchange would be a diamond interchange at Forest Lane. This was actually the first OAA and was in the one of the first drafts of the APDR. With this diamond it is pretty traditional with looping structures to get you onto the port property. In order to meet spacing standards with ODOT for this alternative, it would require the Herman Creek Interchange to close.

6. This alternative came about because it was realized that they were still not meeting the spacing standards required by ODOT. The spacing between your new interchange and the existing interchange at ECLI was insufficient. This alternative then became the OAA. This also is a standard diamond interchange at Forest Lane with looping structures that pass over the rail line into the port property. The Herman Creek interchange is closed and the west bound off ramp of the ECLI will be closed the east bound on ramp is restricted to trucks only.

Dust stated that going back to the timeline, you see that the DEIS and APDR timelines line up. The final APDR is not prepared until all comments come in on the DEIS. The OAA in the APDR must meet community needs. Also it is important to remember that substantive comments on this are very important and effective. Even then, the final APDR is not final until a record of decision of the final EIS.

A question was called from the audience but is inaudible. Dust believes it is from the same gentleman as before who works for ODOT whose name is Bob Walker and that the question is in regards to the number of lanes. Dust answered that the road must be multiple lanes wide, but as you get to Forest Lane, you must comply with the historic highway agreement and in fact there is no need to go beyond 3 lanes.

*Question: Bob Walker of CL said that it is possibly 3 lanes, but since it is part of the Historic Columbia River Highway (HCRH) there are specific rules that must be met. Will this proposed 3 lane highway also include shoulders and bike lanes?*

Answer: Dust answered that there will be substantial compliance with the HCRH agreement. Port GM Daughtry added that again they were still at the beginning of the process and there is no final agreement yet on what is going to be done. This alternative is an option and all impacts will be evaluated.

Mr. Walker continued to make a statement saying that he was not a supporter of the casino, either monetarily or the negative impacts it will have on the community. He is concerned with the width of Forest Lane. He does this everyday working for ODOT. Normally, he stated, that adding width means adding curbs and drainage and that the Herman Creek Bridge would need to be replaced. He feels that these are unmitigated impacts and that they are not getting any answers and would like one.

Dust stated that Mr. Walker should read and review the EIS and then make comments on it after. He said that there is still further consultation needed and there is no resolution yet.

*Question: Kaitlyn Stuart of CL noted that there is a 90 day comment period for the DEIS but will there be a comment period after the Final EIS. She feels that this is necessary as at this point she feels that everything is just a maybe and no straight answers.*

Answer: Carol Snead responded that the DEIS was just released for public comments and that is what this meeting is for.

(Ms. Stuart interjected a complaint about the process and questions not being answered, remainder of statement is unintelligible.)

Snead then stated that there will be a 30 day comment period after the final EIS is released, but no public hearings.

(Ms. Stuart interjected again speaking over Ms. Snead, but was unintelligible)

Port GM Daughtry then asked for decorum in the meeting.

Ms. Stuart then spoke up and stated that she wants answers and she is upset because she feels that she is not getting any answers and has to live along Forest Lane.

Port GM Daughtry then reminded that this is for substantive comments only, not just that you live in the area and don't want the project to happen. He wanted to state that as it stands the city wants the ECLI and West Cascade Locks (WCL) interchanges to remain open and should be left open as a single entity. He read from a statement regarding the closures that stated the importance of keeping ECLI open and the need for Forest Lane to be preserved. Even though traffic studies show the impact of the closure is insignificant according to the standard, they are fighting for an exception. He noted that he can not promise what the outcome will be but will fight to keep the interchange open.

*Question: Joeline Caldwell asked are there comments that can be made regarding the overpass that are substantive?*

Answer: Port GM Daughtry said that yes, this is the perfect opportunity to do this as well as at the public meetings. He said that this is what this process is for and remember that we are all opposed to the closure. He said at this time, this was the end of the presentation and said that if there were any more questions, they would stay and answer any remaining. He thanked Evan Dust, Carol Snead and Jeff Ford and turned it over to Mayor Freeborn.

**Mayor Freeborn said that they would now close the meeting.**

**Councilor Mitchell made a motion to close the meeting, seconded by Councilor Driver. The motion passed unanimously.**

**Commission President Lee adjourned the Port Commission Meeting at 8:23 pm.**

**The meeting adjourned at 8:23 PM.**

Submitted by Susan Miles, City of Cascade Locks.