

Port of Cascade Locks

A Joint Meeting of the Port of Cascade Locks Commission and City of Cascade Locks Council was held October 15th, 2009 at the Gorge Pavilion, Marine Park, Cascade Locks, Oregon.

- I. **Meeting called to order:** Commission President Lee called the Port meeting to order at 7:00 pm. Mayor Lorang called the City Council Meeting to order at 7:01 pm
- II. **Roll Call Port Commission present:** Commissioner Lee, McLean, Caldwell, Woosley, and Groves.

Roll Call City Council present: Mayor Lorang, Councilor's Osbourn, Pruitt, Benson & Holmstrom. Councilor Master's arrived at 7:29 pm. Councilor Cramblett was excused.

Others Present: GM Chuck Daughtry, CA Bernard Seeger, Port Attorney Jerry Jaques, Kristi Bengtson, Pat Albaugh, Dale Davis, Anna Tompkins, Scott Cook, David Meriwether, David Eatwell, Don Haight, Gyda Haight, Ed Manion, Harry Taylor, Rob Brostoff, Paul Smith, Len Bergstein, Peter Cornelison, Larry Cramblett, Carol Taylor & Sarah Knight.

- III. **Modifications, Additions to Agenda:** Commission President Lee added approval of Port's bills list.

COMMISSIONER CALDWELL MADE A MOTION TO APPROVE THE BILLS LIST IN THE AMOUNT OF \$38,795.63. COMMISSIONER MCLEAN SECONDED THE MOTION. ROLL CALL: Motion passed unanimously by Commissioners Lee, McLean, Caldwell, Woosley and Groves.

- IV. **Items from the Floor:**

Port Commission President Lee stated that this meeting is between the two elected bodies. Commissioner Lee stated that we have two agenda items that the Commission & Council will discuss and then we will open the floor to public comment or questions.

Port GM Chuck Daughtry stated there is a petition opposing the closure of the East Cascade Locks Interchange, if you are opposed to the closing, please sign the petition.

a. **Status of EIS (Environmental Impact Statement)**

CA Seeger reviewed the last steps for final Interior approval of the WS Casino & Resort:

- Final EIS (FEIS) Published in the Federal Register, process began 9/22/09.
- Final Public Comment Period – 30 days, no formal meetings.
- BIA with HDR responds to any new and substantive comments received to create record of decision (ROD).
- FEIS and ROD delivered to Secretary of Interior for 2 part determination as part of IGRA Section 20 process.
- If Secretary of Interior makes determination in the positive, determination is submitted to Governor for concurrence. Governor has essentially already concurred from agreeing to 2005 compact.

- With Governor concurrence Secretary of Interior will announce decision to take land into trust in Federal Register.
- Land is taken into trust and permitted for gaming, during this time; the opponents will file their law suits.
- Legal Contests, could take two to three years.

CA Seeger stated when they were in Washington DC; Mr. Skibine reported that we could comfortably expect steps 1-7 to be completed before November 2010.

LOCAL FINANCIAL BENEFITS:

- Over 650% increase in assessed value and property taxes.
- Annual pledges for general services.
 - \$1.7 million annually (assumes \$400 million investment).
 - 3% annual growth.
- Public Safety
 - \$432,000 annually (Police, Fire, Emergency Services).
 - \$340,000 -1st year start up costs (EMS Building, Public Safety Equipment).
- Transient Room Tax (assume 250 rooms, \$75 nightly rate, 85% occupancy)
 - \$407,000 annually.
- Community Betterment Fund
 - \$1.7 million annually.
 - 1st \$100,000 pledged to City each year.

ECONOMIC IMPACTS TO CASCADE LOCKS:

- 1,700 fulltime jobs.
- Over 1.7 million construction hours.
- New interchange into business park.
 - Tribes to construct @ 20 million plus.
- Opportunity for other Port properties.
- Lease vs. sale of land.
 - Maintains Port public ownership.
- Creates long term partnership with WS Tribes.

OTHER COMMUNITY BENEFITS:

- Downtown redevelopment.
- Tourism with a roof.
- New amenities such as banks, restaurants, professional services, etc and opportunity for diversified economy.
- Increased property values.
- Catalyst for mass transit (rail).
- Water & sewer utility revenue increases.

b. Status of ECLI (East Cascade Locks Interchange) & IAMP (Interchange Area Management Plan) process.

Port GM Daughtry updated everyone on the project and current status:

GM Daughtry stated that cooperation with ODOT is very good, except with the ECLI issue. ODOT does a lot of positive things for the community and Port such as the

Bridge inspection, helps us with low cost Bridge repairs, working with them on the new entrance into the Marine Park, Employment and enforcement at the weigh station and employment opportunities at the maintenance shop in Cascade Locks.

GM Daughtry reviewed the following points:

- ODOT is proposing the closure of two partial ramps (Herman Creek and the west bound off-ramp at East Cascade Locks Interchange)
- ODOT is insisting that the west bound off ramp of ECLI be closed if a new interchange is constructed at Forest Lane. The east bound on ramp would be dedicated to truck traffic leaving the ODOT Weigh Station.
 - West bound traffic for the Cascade Locks would be encouraged to use the Service Road north of I-84.
- ODOT believes that keeping ECLI open is a safety issue.
 - Very technical arguments. Experts are disagreeing over projected crash rates and other disputed statistics.
- Port, City, Tribes and County have worked for over 2 years attempting to convince ODOT to issue a variance to keep ECLI open.
- Port, City and County have all issued resolutions opposing the closure of ECLI.
- The Warm Springs have proposed a solution. They have offered to pay for and construct a 1.3 mile third lane on I-84 all the way from the new interchange to the ECLI off ramp. Our traffic experts have stated that if this third lane is built, keeping ECLI open is just as safe as closing ECLI. ODOT engineers and consultants have disputed this finding.
- ODOT has been inconsistent in applying standards to other projects.
 - Jackson School Road Interchange – US Highway 26 Hillsboro.
 - 1 mile from existing Glencoe Road Interchange.
 - ODOT has the most restrictive spacing standards in the nation.
- Beginning in February, 2009, at Senator Metsger's urging, ODOT met with the City/County/Port/Tribe to address the following issues concerning the closure of ECLI:
 - Safety.
 - Livability on Forest Lane.
 - Emergency Services.
 - Impacts on Downtown Business District.
- ODOT focused only on disputed safety data.
 - ODOT engineers and consultants believe that keeping ECLI open will increase fatal accidents
 - Port/City/County/Tribes engineers believe that keeping ECLI open with the proposed mitigation is just as safe as closing.
- ODOT believes that improvements and mitigations can be made to discourage traffic from using Forest Lane.

Where are we now? What direction are we moving forward.

- ODOT is not budging.
 - ODOT is insisting that ECLI will be closed.
 - We have been successful in making sure that the option to keep ECLI open is still alive. It is in the EIS and will be in the IAMP.
- Congressman Walden has been supportive of the community
- Senator Metsger has announced that he will not seek reelection.

- Senator Metsger is drafting a letter supportive of the local community's position.
- Commissioner Lee and GM Daughtry met last week with Ray Naff, Director of Government Relations in the Governor's office.
 - Mr. Naff said that he had met recently with Matt Garrett, Director of ODOT, concerning ECLI and that ODOT's position was the same, close ECLI.
 - Mr. Naff agreed that our concerns over livability on Forest Lane and impacts to the downtown business district are legitimate.
 - The Governor cannot intercede on our behalf against ODOT recommendations over a highly technical safety issue.
 - Dave Meriwether, HR County Administrator received a similar comment from Chip Terhune the Governor's Chief of Staff.
 - GM Daughtry had a similar conversation with Mark Ellsworth of the Governors' Office.
- The IAMP (Interchange Area Management Plan) process is ODOT process developed to communicate with the local planning boards prior to any construction that might affect ODOT roads.
 - City, County and Port have signed an Intergovernmental Agreement for IAMP participation
 - IAMP requires agreement between State and City.
 - Current Transportation Plan provides for new interchange and keeping ECLI open.
 - There has been no public process to date.
 - There will be two options in the IAMP (closing and keeping ECLI open).
 - There are two options in the Final EIS as well (open and closed).
 - The IAMP will allow us to talk about possible mitigations to lessen the impacts of closing ECLI such as:
 - Full interchanges at both ends of town.
 - A flyover bridge at the east bound weigh station ramp.
 - Redesign of the new interchange to redirect traffic from Forest Lane.
 - Sidewalks and traffic quelling on Forest Lane (signage).
 - Improvements on the Service Road north of I-84.
 - ODOT needs to demonstrate that the mitigations will protect Forest Lane and not impact the downtown businesses.
 - We need to keep both options alive and push the decision to the Oregon Transportation Commission.
 - The Port, City & County have shared the costs for Joel Leisch, (Internationally renowned Traffic Engineer)
 - We need an expert on the IAMP process. The Port, City & County need to share the costs for Marc Butoric of Kittleson & Assc, the preeminent traffic engineer in Oregon and an expert on the IAMP to help us make our case before the Oregon Transportation Commission (OTC).
 - The City needs to approve an IAMP that includes keeping ECLI open as the preferred option.

CA Seeger stated that we just received confirmation that we could include two alternatives in the IAMP. Now we can have a town hall meeting for public input. There will be hearings with the planning commission and city council. Then it will go before the Oregon Transportation Commission.

GM Daughtry stated that the one success is the acknowledgement from ODOT the need for mitigation.

CA Seeger said that during the IAMP process we are going to get creative, stating that one idea was what if the City (because ultimately the IAMP is a City planning document). So the City would approve the IAMP that shows ECLI open, and don't approve an IAMP showing it closed, what would the OTC do with that, but before doing that we need to find out if that would be effective. We are going to look at anything we can to push this to a favorable outcome for the community.

GM Daughtry stated that it was unfair that the community has to choose between a project and economic development.

Discussion on IAMP process & proposed alternatives or mitigations.

Public Comment: Cascade Locks Resident Don Haight stated that he has heard comments that if ECLI closes the project is dead. He stated that he didn't understand that and didn't think that the WS Tribe would kill the project if ECLI closed. Mr. Haight stated that he doesn't like the idea of all that traffic on Forest Lane and will do anything that is needed to help with the issue.

Commission President Lee adjourned the Port Commission meeting at 8:15 pm. Mayor Lorang adjourned the City Council meeting at 8:15 pm.

Submitted by Kristi Bengtson