

PORT COMMISSION REGULAR SESSION MEETING**WEDNESDAY, OCTOBER 12, 2022, 7:00 P.M. AT PORT ADMINISTRATIVE OFFICE**

AGENDA

- A. ROLL CALL** Executive Assistant Toepke
- B. PLEDGE OF ALLEGIANCE** Commissioner Weast
- C. AGENDA CORRECTIONS OR ADDITIONS** Executive Director Klaas
- D. COMMUNITY PARTNER UPDATE** Scott Baker, Executive Director
Northern Wasco County Parks & Recreation
- E. PUBLIC COMMENT OR QUESTION**
- F. EXECUTIVE SESSION** as allowed by ORS 192.660(2)(e) Real Property Transactions **Media representatives are instructed not to report or disclose matters discussed in Executive Session*
- G. ACTION REQUIRED FROM EXECUTIVE SESSION**
- H. UPCOMING MEETINGS/EVENTS**
- October 14, 2022
 - Tour of Chenoweth Creek Restoration Project with Wasco County Soil & Water Conservation District
 - Executive Director Klaas on KODL Coffee Break
 - **November 8, 2022: Port Commission Regular Session Meeting**
- I. ACTION ITEMS**
1. September 14, 2022, Regular Session Meeting Minutes
 2. September 2022 Financial Reports Treasurer Coburn
 3. Offer from Rod Huante: \$4,000.00 cash to purchase Port's 2003 Chevrolet Silverado Pickup Truck
- J. REPORTS**
1. Staff Report Executive Director Klaas
 - Obsidian Pacific NW Hydrogen Hub
 - Port of The Dalles 2022 Strategic Business Plan RFP & Scope of Work
 2. Committee Reports
 - Community Outreach Team Executive Director Klaas & Commissioner Weast
 - Urban Renewal Commissioner Coburn
 - Chamber of Commerce Commissioner Griffith
 - Dufur Commissioner Wallace
 - Wasco County EDC Executive Assistant Toepke

- K. **EXECUTIVE SESSION** *as allowed by ORS 192.660(2)(e) Real Property Transactions and ORS 192.660(2)(h) Conferring with Legal Counsel regarding litigation* **Media representatives are instructed not to report or disclose matters discussed in Executive Session*
- L. **ACTION REQUIRED FROM EXECUTIVE SESSION**
- M. **COMMISSION CALL**

PORT OF THE DALLES AGENDA ITEM

MEETING DATE October 12, 2022

ACTION ITEM I-1.) September 14, 2022, Regular Session Meeting Minutes

STAFF RECOMMENDATION Approve September 14, 2022, Regular Session Meeting Minutes
as presented

PORT OF THE DALLES COMMISSION
Regular Session Meeting Minutes
Wednesday, September 14, 2022, 7:00 p.m.
Port Administrative Office
The Dalles, Oregon

The Regular Session Meeting of the Port Commissioners was called to order by President Greg Weast at 7:00 p.m.

ROLL CALL Executive Director Klaas

- **COMMISSION** Greg Weast, Robert Wallace, Staci Coburn, David Griffith, John Willer
- **STAFF** Andrea Klaas, Executive Director; Bill Dick, Attorney
- **ABSENT STAFF** Jennifer Toepke, Executive Assistant
- **GUESTS** Ed & Jessica DeVlaeminck, Devco Mechanical, Inc.
- **MEDIA** Alana Lackner, Columbia Gorge News

PLEDGE OF ALLEGIANCE President Willer

AGENDA CORRECTIONS/ADDITIONS None

REGULAR SESSION ADJOURNED AT 7:01 P.M. & EXECUTIVE SESSION COMMENCED AT 7:01 P.M.

EXECUTIVE SESSION as allowed by ORS 192.660(2)(e) Real Property Transactions **Media representatives are instructed not to report or disclose matters discussed in Executive Session*

EXECUTIVE SESSION ADJOURNED AT 7:15 P.M. & REGULAR SESSION RESUMED AT 7:15 P.M.

ACTION REQUIRED FROM EXECUTIVE SESSION None

PUBLIC COMMENT OR QUESTION None

UPCOMING MEETINGS/EVENTS Stand as included, plus Commissioner Griffith to join ED Klaas on KODL

ACTION ITEMS

1. August 3, 2022, Special Session Meeting Minutes *Stand as Presented*
2. August 10, 2022, Regular Session Meeting Minutes *Stand as Presented*
3. August 25, 2022, Special Session Meeting Minutes *Stand as Presented*
4. August 2022 Financial Reports *Stand as Presented*

REPORTS

1. *Staff Report* Executive Director Klaas Stands as included
2. *Committee Reports*
 - *Community Outreach Team* Commissioner Weast Leaving to Washington, D.C. Sat, Sep 17th & returning Thu, Sep 22nd, with a full meeting agenda
 - *Urban Renewal* Commissioner Coburn No meeting
 - *Chamber of Commerce* Commissioner Griffith Thu, Sep 15th, 5-7 p.m., is Member Appreciation Night; 10/11/22 is the Candidate Forum; New Urban Renewal Programs; Murals viewing
 - *Dufur* Commissioner Wallace Port Truck in Dufur Threshing Bee Parade! The Threshing Bee had a very good turnout. There were 22 teams for the 9-man football tournament. Many people were in town for the volleyball tournament. There is a Walker DePriest Fundraiser on Sat, Sep 24th. Wastewater: Cleaning out ponds now!
 - *Wasco County Economic Development* Executive Assistant Toepke *September meeting was postponed

REGULAR SESSION ADJOURNED AT 7:36 P.M. & EXECUTIVE SESSION COMMENCED AT 7:36 P.M.

EXECUTIVE SESSION *as allowed by ORS 192.660(2)(e) Real Property Transactions and ORS 192.660(2)(h) Conferring with Legal Counsel regarding litigation* *Media representatives are instructed not to report or disclose matters discussed in Executive Session

EXECUTIVE SESSION ADJOURNED AT 7:44 P.M. & REGULAR SESSION RESUMED AT 7:44 P.M.

ACTION REQUIRED FROM EXECUTIVE SESSION Direct ED Klaas & Attorney Dick to accept the 3 proposed land sale changes and finish negotiations

COMMISSION CALL Much appreciation for the murals that were painted throughout downtown The Dalles!

THERE BEING NO FURTHER BUSINESS TO COME BEFORE THE PORT COMMISSION, the meeting adjourned at 7:48 p.m.

PORT OF THE DALLES:

ATTEST:

Greg Weast, President
Board of Commissioners

David A. Griffith, Secretary
Board of Commissioners

DATE APPROVED: October 12, 2022

Prepared by: Jennifer Toepke, Executive Assistant

PORT OF THE DALLES
Account QuickReport
As of September 30, 2022

Cash Basis

Type	Num	Name	Paid Amount
CSB Checking			
General Checking			
Check	EFT	Ameritas Life Insurance ...	-47.60
Transfer			50,000.00
Paycheck	24877	Andrea L Klaas	-3,578.44
Paycheck	24878	Jennifer C Toepke	-1,881.56
Bill Pmt -Check	24879	Bohn's Printing, Inc.	-29.44
Bill Pmt -Check	24880	City of The Dalles	-753.99
Bill Pmt -Check	24881	Dick, Dick & Corey, LLP	-30.00
Bill Pmt -Check	24882	Elias Lawn Maintenance	-300.00
Bill Pmt -Check	24883	Friend & Reagan, P.C.	-5,000.00
Bill Pmt -Check	24884	H2Oregon	-11.95
Bill Pmt -Check	24885	Northern Wasco County ...	-267.86
Bill Pmt -Check	24886	Number Works Bookkee...	-130.00
Bill Pmt -Check	24887	Rod Huante	-700.00
Bill Pmt -Check	24888	Rotary Club of The Dalles	-240.00
Bill Pmt -Check	24889	Sawyer's ACE Hardware	-4.99
Bill Pmt -Check	24890	Simply Clean LLC	-227.50
Bill Pmt -Check	24891	Special Districts Insuran...	-4,732.06
Bill Pmt -Check	24892	Streamline	-75.00
Bill Pmt -Check	24893	The Dalles Disposal	-191.79
Check	EFT	Verizon Wireless	-102.89
Liability Check	EFT	PERS	-814.46
Liability Check	EFT	Oregon Dept Revenue	-445.00
Liability Check	E-pay	United States Treasury	-1,718.88
Deposit			1,690.00
Bill Pmt -Check	24894	Andrea L. Klaas	-970.95
Bill Pmt -Check	24895	AquaTechnex, LLC	-1,350.00
Bill Pmt -Check	24896	Cardmember Service	-546.31
Bill Pmt -Check	24897	Dick, Dick & Corey, LLP	-230.00
Bill Pmt -Check	24898	Gorge Networks	-165.20
Bill Pmt -Check	24899	Jennifer C. Toepke	-509.66
Paycheck	24900	Andrea L Klaas	-3,578.45
Paycheck	24901	Jennifer C Toepke	-2,080.89
Total General Checking			20,975.13
Marina Checking			
Total Marina Checking			
Port Development Checking			
Bill Pmt -Check	23315	Dick, Dick & Corey, LLP	-1,640.25
Deposit			759.07
Bill Pmt -Check	23316	Cardmember Service	-2,673.06
Bill Pmt -Check	23317	Dick, Dick & Corey, LLP	-708.75
Bill Pmt -Check	23318	Greg Weast	-2,034.33
Total Port Development Checking			-6,297.32
CSB Checking - Other			
Total CSB Checking - Other			
Total CSB Checking			14,677.81
TOTAL			14,677.81

PORT OF THE DALLES
Profit & Loss Budget vs. Actual-GENERAL FUND

July through September 2022

Cash Basis

	Jul - Sep 22	Budget	% of Budget
Ordinary Income/Expense			
Income			
Beginning Fund Balance	0.00	924,904.00	0.0%
Interest from Earnings	4,345.00	5,549.00	78.3%
Other Resources			
Grants	0.00	4,000,000.00	0.0%
Launch Ramp & Transient Moorage	926.00	3,000.00	30.9%
Leased Land & Facilities	11,500.00	95,000.00	12.1%
Loan Repayments	0.00	12,000.00	0.0%
Other Income	11,107.29	2,000.00	555.4%
Total Other Resources	23,533.29	4,112,000.00	0.6%
Previously Levied Taxes	2,130.19	5,000.00	42.6%
Property Taxes	1,278.16	357,666.00	0.4%
Transfer from Other Funds	0.00	200,000.00	0.0%
Total Income	31,286.64	5,605,119.00	0.6%
Gross Profit	31,286.64	5,605,119.00	0.6%
Expense			
Capital Outlay	0.00	4,050,000.00	0.0%
Material & Services	24,946.16	216,000.00	11.5%
Personal Services	67,455.51	330,000.00	20.4%
Transfers & Contingency	0.00	600,000.00	0.0%
Total Expense	92,401.67	5,196,000.00	1.8%
Net Ordinary Income	-61,115.03	409,119.00	-14.9%
Net Income	-61,115.03	409,119.00	-14.9%

PORT OF THE DALLES
Profit & Loss Budget vs. Actual-PORT DEVELOPMENT FUND
July through September 2022

Cash Basis

	Jul - Sep 22	Budget	% of Budget
Ordinary Income/Expense			
Income			
Beginning Fund Balance	0.00	1,433,744.00	0.0%
Interest from Earnings	7,219.75	8,602.00	83.9%
Other Resources			
Grants	0.00	4,000,000.00	0.0%
Land Sales & Contract Interest			
V&G			
Interest	985.05		
Principal	1,294.02		
Total V&G	2,279.07		
Land Sales & Contract Interest - Other	0.00	1,505,000.00	0.0%
Total Land Sales & Contract Interest	2,279.07	1,505,000.00	0.2%
Loan Repayments			
CGCC	0.00	539,310.00	0.0%
City of Dufur	0.00	39,310.00	0.0%
Total Loan Repayments	0.00	578,620.00	0.0%
Other Income	0.00	5,000,000.00	0.0%
Total Other Resources	2,279.07	11,083,620.00	0.0%
Transfer from Other Funds	0.00	500,000.00	0.0%
Total Income	9,498.82	13,025,966.00	0.1%
Gross Profit	9,498.82	13,025,966.00	0.1%
Expense			
Capital Outlay	0.00	8,500,000.00	0.0%
Material & Services	8,936.76	390,500.00	2.3%
Special Payments	0.00	3,000,000.00	0.0%
Transfers & Contingency	0.00	400,000.00	0.0%
Total Expense	8,936.76	12,290,500.00	0.1%
Net Ordinary Income	562.06	735,466.00	0.1%
Net Income	562.06	735,466.00	0.1%

PORT OF THE DALLES
Profit & Loss Budget vs. Actual-MARINA FUND

July through September 2022

Cash Basis

	Jul - Sep 22	Budget	% of Budget
Ordinary Income/Expense			
Income			
Beginning Fund Balance	0.00	127,956.00	0.0%
Interest from Earnings	1,003.82	768.00	130.7%
Other Resources			
Fire Emergency	0.00	1,500,000.00	0.0%
Total Other Resources	0.00	1,500,000.00	0.0%
Total Income	1,003.82	1,628,724.00	0.1%
Gross Profit	1,003.82	1,628,724.00	0.1%
Expense			
Capital Outlay	0.00	300,000.00	0.0%
Debt Service	0.00	800,000.00	0.0%
Transfers & Contingency	0.00	473,986.00	0.0%
Total Expense	0.00	1,573,986.00	0.0%
Net Ordinary Income	1,003.82	54,738.00	1.8%
Net Income	1,003.82	54,738.00	1.8%

PORT OF THE DALLES AGENDA ITEM

MEETING DATE October 12, 2022

ACTION ITEM I-3.) Offer from Rod Huante: \$4,000.00 cash to purchase the Port's 2003 Chevrolet Silverado Pickup Truck

STAFF RECOMMENDATION Approve Sale of the Port's 2003 Chevrolet Silverado Pickup Truck to Rod Huante for \$4,000.00 as presented

- 2003 Chevrolet Silverado Pickup Truck, 2500 HD Regular Cab: 161,292 miles
 - Kelley Blue Book Range: \$2,652.00-\$5,203.00

Rod Huante

2527 W 10th St
The Dalles, OR 97058
(541) 993-0428

0262

Invoice

Bill TO PORT OF THE DALLES ADDRESS		SERVICE PERFORMED AT OFFER ON 03 Chevy ADDRESS	
CITY, STATE, ZIP T-D. OR. 97058		CITY, STATE, ZIP	
CUSTOMER ORDER NO.	SOLD BY	TERMS	DATE

MAKING OFFER OF
\$4000 ⁰⁰ dollars CASH
FOR 03 Chevy Truck
2500 H.D. WITH RACK

PORT OF THE DALLES AGENDA ITEM

MEETING DATE	October 12, 2022
REPORTS ITEM J-1.)	Staff Report <u>Executive Director Klaas</u>
STAFF RECOMMENDATION	n/a

Tree Cut on Port Property along Riverfront Trail

- No updates; the trial has been postponed to November 9-10, 2022

The Dalles Marina

- Fire 08-01-2022 Update
 - Port Staff worked with Special Districts to maximize available coverage to the Port. With the expenses that we have submitted to-date, we are under our allotted coverage amount by \$29,500.00.
 - Cleanup has been finished.
 - The Port is waiting for the final report from the cleanup team and divers that will include information on the condition of the docks and the cleanup of the marina river bottom. The verbal report received is that the docks are structurally fine, just cosmetic charring on some of the wooden whalers and all debris was removed.
 - There was a hole in the potable waterline that was repaired.
 - The Port has been receiving requests for information from insurance companies and attorneys and are running all those requests past legal review at Special Districts before staff responds.
 - The public boat launch remains open.
- Pikeminnow catches are tapering off as the season winds down. The Dalles basin shows 20,187 total caught this year.
- Small, local business Get 'er Done continues to maintain the Marina Parking Lot, Launch Ramp, Jetty's & Transient Guest Moorage, keeping the area free of garbage and clean, and North Wasco County Parks & Recreation does the same for the restrooms.

Business Inquiries

- New State Leads:
 - Project Proton: Greenfield tire and plastic recycling plant. 300,000 square foot facility, 17-20 acres, 150 employees
 - Project Mountain High: Food processing/manufacturing. 110,000-150,000 square foot facility, 30 acres, 120-140 jobs
- Other Leads:
 - Oregon-China company wants to lease land (then potentially purchase) for their crypto-currency business.
 - Manufacturing food and beverage business.
 - Metal fabrication.

Center for Rural Innovation: The Dalles Technology Center

- MCEDD has hired a coordinator for this program, Kristyn Fix, through a grant from Business Oregon.
- Next event will take place at Wines on Second on October 26th, 5:30-7:30 p.m.

Brownfield Coalition Update

- All funds have been allocated for this first grant cycle.
- Mid-Columbia Economic Development District did receive some additional Federal Brownfield money to undertake work in the Mid-Columbia Region which will do similar assessment work that the Brownfield Coalition has been doing in The Dalles, but will encompass Sherman, Wasco, Hood River, Skamania, and Klickitat Counties.

Other

- Find here the [Mid-Columbia Economic Development District Fiscal Year 2022 Annual Report](#)
- SDAO Best Practices Survey has been completed and the Port will receive a 10% credit on our general liability, auto liability, and property insurance contributions for the 2023 policy year.
- EA Toepke attended the Northwest Economic Development Course in Olympia, Washington.
- Commissioner Weast and ED Klaas traveled to Washington, D.C. as part of The Dalles Community Outreach Team (COT); the Community Enhancement Program Book is included under Committee Reports for the COT.
- ED Klaas and EA Toepke attended the Oregon Public Ports Annual Meeting. The meeting was held in Newport, Oregon, some of the focus areas were: off-shore wind energy production and the impacts on the fisheries, Federal funding updates, abandoned vessels and how to help ports pay for the removal and disposition of the vessels, and a discussion on the upcoming Oregon elections and possible legislation that will be introduced on behalf of ports.



Obsidian Pacific NW Hydrogen Hub

The Obsidian Pacific NW Hydrogen Hub is a large-scale hub-and-spoke strategy for de-carbonizing data centers, agriculture and transportation industries. It starts with a regional hydrogen industrial park with a large hydrogen manufacturer serving a fertilizer plant as its anchor tenant. Rather than relying on traditional hydrogen – produced with fossil fuels – the Northwest’s abundant, low-cost renewable resources will be used to produce electrolytic hydrogen with a very low carbon intensity. From the industrial park, a series of spoke pipelines will connect with additional users and producers of hydrogen, creating a regional hydrogen network. The pipeline will make low-cost, low carbon-intensity hydrogen available to data centers enabling a switch from high-carbon diesel backup generators to hydrogen backup fuel cells/engines.

Hermiston, Oregon is a logical center, with access to nearby sources and demands for renewable hydrogen. From there, the storage and delivery pipeline will collect and distribute renewable hydrogen to suppliers and users across the Northwest, creating the lowest-cost delivery option around the region for renewable hydrogen.

Storage Pipeline Unlocks Hydrogen for Decarbonization.

- Nearly all backup energy for data centers and other sensitive loads along the pipeline can use renewable hydrogen to replace dirty diesel backup generators.
- Green hydrogen provides a sustainable feedstock to produce sustainable ammonia fertilizer using local renewable resources to supply area farms.
- A storage pipeline provides a reliable source of renewable hydrogen for transportation and agricultural equipment across the NW and a means of collecting and distributing locally-produced wind and solar energy as hydrogen.
- Current federal policies enable green fertilizer to be produced at a very cost-competitive price.



Obsidian Pacific NW Hydrogen Hub (illustrative routes)

Why Purpose-Built Renewable Energy? Directly coupling wind and solar resources with electrolyzers saves costly and lengthy grid interconnection and transmission facilities and processes. Siting electrolyzer loads and renewables along the pipelines opens renewable development to areas where development is limited today due to transmission congestion. Electrolyzer load creates a new flexible market for renewable power, increasing its value while reducing curtailments.

Who Benefits? Farmers and ranchers, who can use purpose-built solar and wind to directly power electrolyzers to produce hydrogen to sell through the pipeline or use on site; data centers and hospitals that can replace diesel generators with hydrogen engines or fuel cells; commercial transportation (trucks, buses, drayage, material handling, rail, marine, aircraft, light duty vehicles). This project also represents a massive tax base expansion in rural counties where pipeline spokes, wind and solar projects, electrolyzers, fueling stations, and manufacturing facilities are located.

David W. Brown
Senior Principal
503-542-8866 direct
dbrown@obsidianrenewables.com

Ken Dragoon
Director of Hydrogen Development
503-545-8172 direct
kdragoon@obsidianrenewables.com

Michelle Slater
Legal/Project Manager
503-577-1446 direct
mslater@obsidianrenewables.com

PORT OF THE DALLES AGENDA ITEM

MEETING DATE

October 12, 2022

REPORTS ITEM J-1 Cont'd.)

Staff Report Executive Director Klaas

- Port of The Dalles 2022 Strategic Business Plan RFP & Scope of Work

STAFF RECOMMENDATION n/a

Port of The Dalles 2022 Strategic Business Plan RFP & Scope of Work

- All Ports in Oregon are required by State Legislation to update their strategic business plan every 10 years. The Port's plan was last completed in 2012, with an update completed in 2015 by a RARE fellow. Business Oregon offers grant dollars to help with this process, and the Port applied for, and has received approval for \$50,000.00 from the State with a Port match up to \$25,000.00, as it is the Port's turn for the required update.
- Following is the Request for Proposal for those services and the scope of work for the plan. The scope of work is primarily dictated by what is required in the enacting legislation, but ED Klaas has included an additional section related to the City of The Dalles Urban Growth Boundary and the National Scenic Area's impact on the Port, as well as a section related to the pluses or minuses of expanding the Port District in case Maupin decides to approach the Port and asks to join the district.

**REQUEST FOR PROPOSALS
2022 Strategic Business Plan Update****Proposal Due Date: 4:00pm, November 30, 2022**

1. Background and Services Required

The Port of The Dalles (Port) is seeking assistance from firms with expertise in planning and economic consulting services related to Port activities, including development and/or redevelopment of port-related properties. The Port will retain the professional services of a qualified consulting firm, or combination of firms, to assist the Port in preparing a Strategic Business Plan.

A minimum of seven (7) bound copies, an electronic copy (file format: Word docx), and an electronic copy (file format: Adobe PDF) shall be provided to the Port upon completion of the plan(s).

2. Scope of Work

Please review the Scope of Work attached separately.

3. Proposal Form and Content

Proposals should be prepared simply and economically, providing straightforward, concise descriptions of the Proposer's abilities to satisfy the requirements of the Port's RFP and Scope of Work. Emphasis should be placed upon completeness and clarity of content. To be considered to perform the services requested, a firm or group must submit a proposal demonstrating current relevant experience with ports, property and economic development planning, property development and/or redevelopment efforts, and organizational analysis. Proposals shall be brief and concise, containing no more than 15 pages of material including the cover letter and resumés but excluding example staff report, personal services contract and cost schedule. Submittals in excess of 15 pages shall be considered non-responsive.

Hard copy or electronic versions of the proposal may be submitted. If hard copies are submitted, please include 2 bound and one unbound hard copy. Electronic submissions should be emailed to admin@portofthedalles.com with "2022 SBP Response" as the subject line.

Proposals shall include the following:

- A. Cover letter: All proposals must include a cover letter signed by a duly constituted official legally authorized to bind the Proposer to both the proposal and cost schedule. The cover letter **MUST** contain the following statements and information:
 - a. "This proposal may be released in total as public information in accordance with the requirements of the laws covering the same."
 - b. "This proposal and cost schedule shall be valid and binding for SIXTY (60) days following the proposal due date."
 - c. Name (and company name, if applicable), address, telephone number, and e-mail address of the individual or firm submitting the proposal.
 - d. Name, title, address, telephone, and e-mail address of the person or persons to contact who are authorized to represent the firm and to whom correspondence should be directed.
 - e. Proposer's Federal and State Taxpayer Identification Number.
 - f. Statement as to whether the Proposer is a resident bidder in accordance with Oregon law.

- B. Statement of Understanding: A statement of interest as well as demonstrated understanding of scope of work and related tasks.
 - a. Organization:

- i) Describe your organization, including date founded and ownership.
 - ii) Describe the experience of your company as it relates to services to local governments.
 - iii) List examples of your firm's advisory services.
 - iv) Describe the firm's research capability and resources.
- b. Personnel & Projects:
- i) Provide the name(s) of key personnel who would be directly involved in providing services to the Port including resumés. Describe their relationship in the firm, the role they would play, their experience and years of service with the firm.
 - ii) Identify the primary contact person responsible to the Port.
 - iii) Provide a description of current relevant project experience.
- c. References: List at least three (3) references for whom similar work has been performed, including the name of the organization, date work was performed, name of contact person responsible for the service you performed, address and telephone number.
- d. Progress Reports: Describe the progress reports you would provide and enclose examples. These will be provided to the Port by the last day of each month.
- e. Proposed Approach: An outline for completing the proposed scope of work.
- f. Cost Schedule: Proposer's Cost Schedule shall be submitted at the same time and at the same location as the proposal, but in one (1) separate, sealed envelope clearly marked. The envelope shall bear, on the outside, the name and address of the Proposer. All costs are to be contained in this section. This section shall also include payment terms required for services rendered.

All questions regarding this solicitation should be directed to:

Port of The Dalles
Andrea Klaas, Executive Director
3636 Klindt Drive
The Dalles, OR 97058
p: 541-298-4148
e: andrea@portofthedalles.com

Any costs incurred by the respondents in preparation of any information or material submitted in response to the RFP shall be borne solely by the respondents.

4. Selection Process and Timeline

The Executive Director will evaluate each submitted proposal and report to the Board of Commissioners with a recommendation of the top three in prioritized order. The Board of Commissioners shall have access to all proposals and make the final selection. The Commission reserves the right to reject any proposal not in compliance with all prescribed public bidding procedures and requirements, and may reject for good cause, any or all proposals upon finding that it is in the public interest to do so.

The Port will analyze information provided by all Proposers. The successful Proposer will be selected based on the following criteria:

1. Responsiveness to proposal specifications and required information
2. Understanding of project; familiarity with project and Port location
3. Recent experience with similar projects
4. Qualifications of project team
5. References
6. Ability to meet schedule

7. Fee for services performed

The Port reserves the right to require other evidence of technical, managerial or other abilities prior to selection. The Port may decide to hold interviews with a short list of proposers or may go directly to selection. The tentative schedule for release of the proposal and selection process is as follows:

1. Public release of proposal: On or before October 19, 2022
2. Proposal due date: November 30, 2022
3. Top proposals selected: December 9, 2022
4. Interviews: to be scheduled if needed December 12-13, 2022
5. Intent to Award: December 14, 2022
6. Status Presentation to Port Commission: March 8, 2023
7. Work completed no later than: June 30, 2023
8. Presentation to Port Commission no later than: July 12, 2023

5. Addenda to RFP

The Port may modify the RFP at any time prior to the RFP due date by issuance of an Addendum to all Proposers who are participating in the process at the time the Addendum is issued. Addenda will be numbered consecutively. Verbal modifications to the RFP specifications shall not be binding upon the Port.

6. Resident Bidder

ORS 279.025(2)(h) requires each Proposer to indicate whether they are a “resident bidder.” A resident bidder means a bidder who has paid unemployment taxes or income taxes in this state during the 12 months immediately preceding submission or the bid and has a business address in this state as defined in ORS 279.029.

7. Hold Harmless

The Proposer shall hold harmless, defend, and indemnify the Port and the Port's officers, agents and employees against any liability that may be imposed upon them by reason of the Proposer's failure to provide worker's compensation coverage or liability coverage.

8. Contract

The Port expects the successful Proposer to execute a personal services agreement with the Port. The Port would anticipate a contract for a period not to exceed six months. The successful Proposer agrees to enter into a contract with the Port within 14 days of being notified of the Commission's bid award.

The contract will define the extent of services to be rendered, method and amount of compensation.

9. Appeals

Proposers who wish to appeal a disqualification or the award of the contract may submit the appeal in writing to the Executive Director at the Port Office within five (5) working days of the postmarked Notice of Award or disqualification. Disagreement with the process—e.g., scoring by evaluator(s)—is not subject to appeal. The appeal must describe the specific citation of law, rule, regulation or practice upon which the appeal is based.

10. Non-discrimination and Affirmative Action

The Port of The Dalles is an equal opportunity employer and provider and requires all Proposers to comply with policies and regulations concerning equal opportunity.

The Proposer, in the performance of this work agrees not to discriminate in its employment because of an employee's or applicant's race, religion, national origin, ancestry, sex, age, or physical handicap.

SCOPE OF WORK

2022 Strategic Business Plan Update

Proposal Due Date: 4:00pm, November 30, 2022

The Port of The Dalles updated its Strategic Business Plan (SBP) in 2012. This project is to update and revise the 2012 plan.

Task 1. Management and Coordination. General Project Management

Progress updates will occur on a regular basis by the end of each month so reports can be made to the Commissioners at the subsequent monthly meeting. In-person meetings will be scheduled as needed at key milestones.

Task 2. Outreach

Public, community, and agency outreach. The consultant shall develop a community outreach plan for the SBP process, including creative ways to engage and gather community input, and issue press releases at key stages of the SBP development process. Consultant shall also engage Regional and Legislative partners.

The adoption process will include two work sessions with the Port Commission. Consultant shall facilitate the Strengths, Weaknesses, Opportunities and Threats (SWOT) workshop and work with the Port staff to agree on format and list of invitees.

Task 3. Data Collection and Inventory

Consultant shall compile existing, relevant data on Port history, mission goals, work plan, and objectives from previous plans. Studies from community partners should be referenced, including but not limited to City of The Dalles affordable housing project study, City of The Dalles buildable lands inventory, Mid Columbia Economic Development Community Economic Development Strategy, and Dufur Visioning documents. Consultant team shall conduct a startup meeting with staff and a site visit to conduct visual assessment of the Port's layout, facilities, and situation in the community with respect to the SBP elements required in the following template.

Task 4. Draft Strategic Business Plan

Working with the Port staff and the SWOT process results, develop an objectives statement as well as goals and policies for the SBP, identify current and future Port markets, future years revenue projections, strategies, and priorities. Develop draft SBP, with alternative strategies, as appropriate.

Consultant shall provide trending analysis on growth industries/clusters for The Dalles, the Port District and the Columbia Gorge Region. As part of this, the Consultant shall look regionally at competing areas to truly assess the competitiveness of the Port of The Dalles.

Task 5. Final Strategic Business Plan

Based on comments from Port Staff, stakeholders, and commissioners, revise the draft plan for presentation at outreach meetings listed in Task 2. Once the SBP is adopted, finalize and deliver the completed plan document with seven, bound hard copies, an editable electronic version in Word format, and a digital version suitable for internet viewing.

Strategic Business Plan Template

1. Port History and Mission

- i) A brief introductory statement summarizing when the port was established and for what purposes.
- ii) A statement of the Port's current mission.
- iii) Definitions of terms used in the mission statement.

2. Port's Overall Goals

A brief overview of the Port's overall goals for specific areas, which should include (if applicable): Port of The Dalles marina and guest moorage, industrial property, management and commission structure, financial, environmental, and other factors important to the strategic plan.

3. Overview of the Strategic Plan's Development Process

Coordination and involvement of local entities and the community, land use coordination efforts with local entities, process steps or phases, and SBP adoption process.

4. Port Overview and Description

- i) *Port Resources:* What net revenue does the Port derive from operations, both before and after depreciation is accounted for? What tax or other ongoing non-operational revenues (OSMB maintenance grants, etc..) does the Port receive? Are Port properties generating monies for specific Port projects? How many months of cash reserves does the Port currently have, utilizing the latest budget and audit? What is the annual average of grant dollars the Port has received during the past five years and what have they been used for? Looking back over the last five years, has the Port adequately funded capital asset development and/or replacement? Is the Port relying potentially unstable resources for funding operations?
- ii) *Port Policies and Procedures:* What is the management structure and what is the division of authority between management and commission? All Policies and procedures should support the Port's mission statement. Do these policies encourage/require training of Port commissioners and management staff? Does the Port have established governances and what do they say about the division of authority, commission conflict of interest. Is there a requirement that the commission follow proper procedures, and is there a clear definition of fiduciary responsibility and conflict of interest? Include governances as an appendix to the plan. Policies should be formulated that reiterate these goals including organizational by-laws.
- iii) *Commission:* Who is on the commission and how long have they been on the commission? Briefly restate what the Port governances require of commissioners and what their roles and responsibilities are. Make recommendations – after interviewing staff and commissioners – of training beneficial to the Port commissioners.
- iv) *Staff/Professional Development:* Identify organizational structure, key staff, how long they have been with the Port, and what their professional background and expertise includes. Describe the Port's policy on professional development for staff. Identify professional goals for the key staff as appropriate.
- v) *Financial and Market Conditions:* Who are the Port and community's competitors (i.e., other ports, other facilities, other communities, other regions, etc.)? Do Port activities and facilities compete with private operations in the region? What existing markets are served by the Port and the community's facilities (i.e., local manufacturers looking to expand, small

manufacturers looking to relocate from high-cost locations, etc.)? Are these markets identified on OBDD's key industries map or are they identified as regionally-important industries by agreement between the Port and OBDD?

5. Defining the Problem and Opportunity

The intent of this SBP update is to tie the Port's development efforts to the economic needs and opportunities of the communities we serve.

- i) *District Demographic Profile:* This is to include income, poverty, education, etc. Most of this information can be obtained from the Oregon Employment Division's Regional Profiles and from the underlying US Census data.
- ii) *District Economic Profile:* This is to include workforce, unemployment, key industries, etc. Most of this information can be obtained from the Oregon Employment Division's Regional Profile.
- iii) *Trends for Regional, State, and National (if applicable) Key Industries:* Which industries are growing, which are mature (flat), and which are declining?
- iv) *Community Role:* Identify economic development issues not in the Port's direct control, but for which the Port has been a stakeholder or a partner. These can be private interests or other, local agency interests. Include a discussion related to the City of The Dalles/Wasco County Urban Growth Boundary/Urban Area Boundary expansion and its relationship to the Columbia River Gorge National Scenic Area. Provide some analysis on the benefit (+/-) of expanding the Port District to include Maupin, Oregon.
- v) *Analysis:* How do the Port district's income, poverty and educational levels compare to the state and the nation? How are the demographics of the district changing? What's happening with the region's workforce and what are the job trends for the region? What's happening with the region's key industries (manufacturing, tourism, natural resources, services, etc.) – which are growing, which are declining, and how does that contrast with the state and national trends?

6. Policy Context

Include a threshold statement, such as indicating that the strategic plan has been prepared based on the template found on page 117 of "Ports 2010: A New Strategic Business Plan for Oregon Ports", as well as indicating that the plan is consistent with local planning policies and goals. Other items to include:

- i) The Port is committed to following its governances and this strategic plan. The Port will conduct an annual review of each project and its goals and objectives. Consultant shall provide a process for efficiently conducting an annual review. This annual review of projects and goals will be used to allocate personnel and financial resources.
- ii) Indicate sitting commissioners have undergone board training and have agreed on procedures for handling conflict-of-interest issues and have agreed to follow best practices and fiduciary responsibilities as defined above.
- iii) The plan should have flexibility to allow for unanticipated business opportunities that contribute to the Port's economic development or revenue enhancement goals.

- iv) *Environmental/Land Use Issues*: Discuss the Port's environmental values, practices and policies, and what the Port's role is in addressing local and regional environmental issues. Include an analysis of how the Port is currently meeting the city and state's land use goals specifically related to Goals 5, 9, 12, and 16-19.
- v) *Statewide Port Strategic Plan Recommendations*: How does this plan conform to the "Ports 2010: A New Strategic Business Plan for Oregon Ports" recommendations?
- vi) *Other Local and Regional Plans*: Reference the City of The Dalles, the City of Dufur, Wasco County and regional economic plans and describe how they relate to the Port's plan. If other plans reference key industries or opportunities how does the Port's plan address them?
- vii) *Political Context and Analysis*: Characterize the working relationship of the Port with the county, local cities and special districts. What interest or advocacy groups are involved with local issues and how can they be engaged or consulted? Are demographic changes driving changes in local and regional public perceptions and attitudes?

7. Situational Analysis – in context of district demographic/economic profile.

- i) *SWOT*: Identify strengths, weaknesses, opportunities, and threats.
- ii) *Critical Issues*: What issues does the Port face that if left unaddressed would result in a serious erosion of the Port's facilities, revenues, or capacity.
- iii) *Demand Analysis*: What type of demand is growing in the local and regional economy (housing, retail, etc.) based on key industry trends? What type of demand is decreasing? How do the Port's assets match up with demand and opportunity? Review the types of businesses and number of jobs situated at the Port.
- iv) *District Needs*: Given the demand, economic needs, and the Port's assets, capacity, and resources, what kinds of projects and strategies can the Port most effectively pursue to address the economic needs of its district and its constituents?
- v) *Risk Analysis*: What are the biggest risks facing the Port in pursuing strategies to achieve its economic development and revenue goals, including political risk?

8. Goals and Objectives

- i) *Property Goals*: To include marine, industrial, commercial, recreational, etc., background, and status, strategic objectives, and action plan.
- ii) *Management Goals*: policies and procedures, staffing, staff and commission development, emergency management procedures and protocols.
- iii) *Financial Goals*: property acquisition, debt management, depreciation, and reserves.
- iv) *Environmental Goals*: background and status, objectives, and action plan.
- v) *Marketing Goals*: background and status, objectives, and action plan.

9. Facilities and Business Plan

Develop the following plans and create a simple, efficient process for annually reviewing progress:

- i) *Capital Facilities Plan*: Based on property goals and objectives, update annually as part of budget process to meet long-term capital improvement goals.
- ii) *Management Plan*: Based on management goals and objectives, update annually as part of budget process. Include professional and commission development goals.
- iii) *Financial Plan*: Based on financial goals and objectives, update annually as part of the budget process. As part of this annual review, the Port should evaluate the financial impacts of charging below-market rates for marinas, boat ramps, buildings, and other infrastructure and whether it can financially support operations and maintenance of these facilities, in conjunction with other infrastructure and port operations, as well as eventually upgrading, reconstructing, or replacing these facilities. As a part of the long-range financial plan, develop future years' revenue and expense projections based on selected opportunities that the Port chooses to pursue.
- iv) *Environmental Plan*: Based on environmental goals and objectives, update annually.
- v) *Marketing Plan*: Based on marketing goals and objectives, update annually.

10. Attachments and Exhibits

11. Include all background information and citations needed to complete the analysis.

PORT OF THE DALLES AGENDA ITEM

MEETING DATE October 12, 2022

REPORTS ITEM J-2) Committee Reports

- o Community Outreach Team Executive Director Klaas

STAFF RECOMMENDATION n/a

The Dalles Community Outreach Team's (COT) September 2022 Washington, D.C. Trip

2022 September DC Trip Report

Travel Team:

- Wasco County Commissioner Scott Hege, Port Director Andrea Klaas, City Manager Matthew Klebes, CGCC Capital Projects Director Dan Spatz, Port Commission President Greg Weast

Financial Asks:

Columbia Gorge Regional Airport: hanger construction	\$1.9 million
Q-Life Collocation facility construction	\$1,041,120
Port Marina Fire Recovery	\$1,603,429
Port Industrial Land Acquisition.....	\$3.0 million

Policy Issues:

- National Parks Service, process to trade one parcel for another for ballfields
- Federal Forest Fuels Reduction to protect The Dalles watershed
- Payment in Lieu of Taxes and Secure Rural Schools - continued funding
- Support of Economic Development Administration programs
- H-2A to H-2B worker transfer and improve Department of Labor response timing

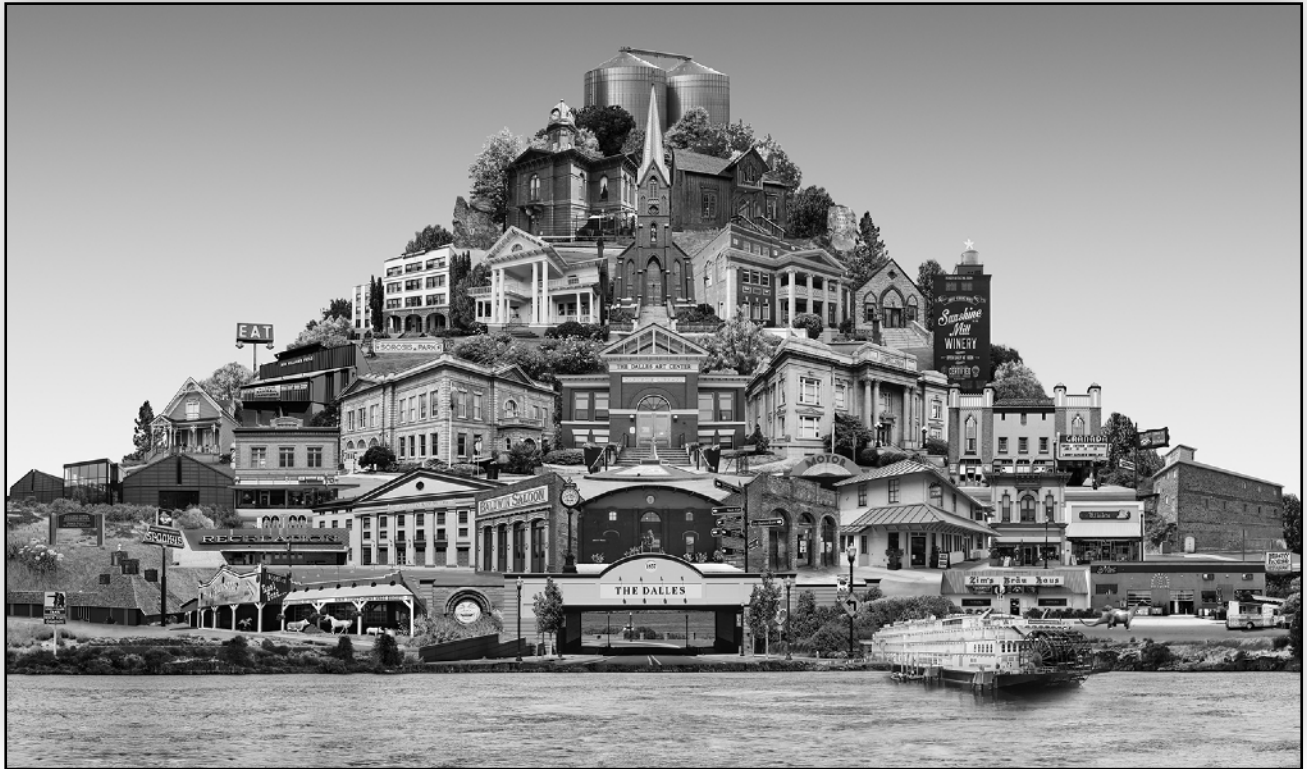
The team met with both Oregon and Washington Representatives and Senators, and the National Association of Counties, and National League of Cities. We also met virtually with staff from Representative Newhouse since he will be representing Klickitat County after redistricting. Representative Bentz and Senator Wyden personally joined our meetings. Senator Merkley was unavailable, and rarely do we personally see the Washington Congress members, but their staff is always engaging.

Some highlights:

- Senator Joe Manchin is introducing a bill to reform the permitting processes of agencies to streamline applications and make the process more efficient. This is important because lately it has taken up to two years to receive word back from agencies.
- American Rescue Plan Act (ARPA) fund are still being allocated. Some expanded uses include workforce development and maybe disaster recovery (port marina fire).
- Creating Helpful Incentives to Produce Semiconductors for America (CHIPS) act may have funds in it that could be used to help with innovation ecosystems While these projects are usually very large, there may be smaller amounts that our region could take advantage of.
- Funding for broadband projects is still a strong focus, especially if they are related to disaster recovery. There may be more leverage for Federal funding if there is buy-in from Oregon Emergency Management office.
- FEMA Region X has some funds that can be allocated for recovery of events that were not “declared” disasters” which may help the Port marina fire.
- Senator Murray may be introducing legislation that would create an investment tool for ports.
- The National Parks Service issue is a hot potato. May need to work with the Department of the Interior and not rely on legislative support for this.
- US Forest Service is receiving some additional money that might be used for Federal Forest fuels reduction. Forest collaboratives seem to be working well. Senator Merkley has introduced a bill for forest fuels reduction. The Farm Bill has money in to protect watersheds.

*Full Community Enhancement Program Book following.

The Dalles Outreach Team
Community Enhancement Program
The Dalles, Oregon
September 2022



“All Together The Dalles”

Mural : 41' wide x 9' tall
Artist: Beth Kerschen ~ Muralist: Chris Prothier

THE DALLES, OREGON
Community Enhancement Program
September 2022

TABLE OF CONTENTS

Introduction

Letter of Introduction 1
Visiting Outreach Team Members.....2
Community Outreach Contact Information3
Come see us in The Dalles, Oregon!4
September 2022 Projects and Issues Overview5

Projects

Columbia Gorge Regional Airport8
Q-Life Collocation Facility10
Port of The Dalles Marina 2021 & 2022 Fire Recovery.....13
Port of The Dalles Real Estate Redevelopment and Industrial Lands Acquisition15

Issues

National Parks Service16
Who Owns the West?18
Federal Forest Fire Fuels Reduction.....19
 Burn Probability Map20
Payment in Lieu of Taxes & Secure Rural Schools Continued Funding21
 PILT Data.....22
 PILT Historical Receipts.....23
 SRS Data24
 SRS Historical Receipts25
US Economic Development Administration Support27

THE DALLES OUTREACH TEAM

COMMUNITY ENHANCEMENT PROGRAM



September 2022

Come visit us in The Dalles today and you will see a city vastly different from a decade ago. Our downtown is bustling with new businesses and private investment. Our industrial area and affordable public power are attracting innovative new industry and Columbia Gorge Community College is welcoming more people who want to prepare for jobs in our modern economy.

All this did not happen by accident. It is the result of partnerships carefully nurtured over time among the organizations you see represented at left, and relationships forged with our state and federal government.

We have been grateful to receive federal funding in the past for local projects. Every time we do, we make sure to leverage that money for an improvement of even greater value and positive impact.

At the other end of The Dalles' downtown, the Marine Terminal is drawing thousands more visitors to the area from the 300-plus cruise ship dockings here every year. A \$2 million Federal investment helped make that \$5.5 million project possible.

Today, Columbia Gorge Community College has completed the construction of a new, \$14 million skills center. This project is funded by a \$7 million contribution from the Oregon State Legislature, Wasco County, City of The Dalles, Port of The Dalles, and private contributions. The skills center includes a residential component for students that are traveling to the area for training.

We thank you for helping us build a strong, vibrant community. Let us show you what we have in mind for the future.

Sincerely,

The Dalles Community Outreach Team

Scott Hege, Commissioner
Wasco County Board of Commissioners

Andrea Klaas, Executive Director
Port of The Dalles

Matthew Klebes, City Manager
City of The Dalles

Dan Spatz, Director Capital Projects
and Community Relations
Columbia Gorge Community College

Greg Weast, President
Port of The Dalles Commission

VISITING OUTREACH TEAM MEMBERS



Scott Hege, Commission Chair, Wasco County
scotth@co.wasco.or.us (541) 288-1616

Scott Hege has been a resident of Wasco County for the past 28 years. He was born and raised in Spokane, Washington. He has a degree in Mechanical Engineering from the University of Idaho and earned Master's in Business Administration from Washington State University in 1986. His family moved to The Dalles in 1991 when he took over management of the Port of The Dalles, serving in that role for almost 15 years.



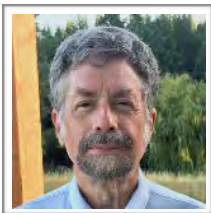
Andrea Klaas, Executive Director, Port of The Dalles
andrea@portofthedalles.com (541) 298-4148

Andrea has been Port of The Dalles Executive Director since 2006 and was previously its Marketing Director for seven years. Andrea is currently the Chair of the Oregon Infrastructure Finance Authority, and the Oregon Special Districts Insurance Services Trust, and served as past -chair for Oregon Public Ports Association.



Matthew Klebes, City Manager, The Dalles
mklebes@ci.the-dalles.or.us (541) 296-5481

Matthew was recently selected as the new City Manager for City of The Dalles in May 2022 but has lived in the community for over 8 years working in various roles as Executive Director for The Dalles Main Street organization, Assistant to the City Manager for the City of The Dalles, and Administrative Services Director for Wasco County. Matthew is also QualityLife Intergovernmental Agency's (Qlife) Administrator in partnership with the City of The Dalles, Wasco County, Mid-Columbia Medical Center and others.



Dan Spatz, Director, Capital Projects & Community Relations
Columbia Gorge Community College
dspatz@cgcc.edu (541) 506-6034

Dan is a graduate of Columbia High School in White Salmon, Clark College and Eastern Oregon State College. He worked 30 years in regional journalism before joining the college, most recently as editor and general manager of The Dalles Chronicle. He served nine years on The Dalles City Council. Earlier in his career he was interim director of the Port of Klickitat and economic development coordinator for Wasco County.



Greg Weast, Commission President, Port of The Dalles
gweast@portofthedalles.com (541) 980-1107

Greg was elected to the Port of The Dalles in 2011 and became Commission President in 2017. Prior to becoming a Commissioner, he served as Chair of the Port Budget Committee for many years. Greg has been an active member of The Dalles community, representing small business on the Urban Renewal District board, as a volunteer band director, and a downtown business owner for over 30 years. Greg is a well-known advocate of independent music stores and small business.

COMMUNITY OUTREACH TEAM PARTNERS



City of The Dalles
Matthew Klebes, City Manager
mklebes@ci.the-dalles.or.us
(541) 296-5481, ext. 1120



Columbia Gorge Community College
Dr. Marta Yera Cronin, President
mcronin@cgcc.edu
(541) 506-6034



Mid-Columbia Economic Development District
Jessica Metta, Executive Director
jessica@mcedd.org
(541) 296-2266



North Wasco County School District
Dr. Carolyn Bernal, Superintendent
bernalc@nwasco.k12.or.us
(541) 506-3420



Northern Wasco County People's Utility District
Roger Kline, General Manager
roger-kline@nwascopud.org
(541) 296-2226



Port of The Dalles
Andrea Klaas, Executive Director
andrea@portofthedalles.com
(541) 298-4148



The Dalles Area Chamber of Commerce
Lisa Farquharson, CEO/President
lisa@thedalleschamber.com
(541) 296-2231



Wasco County
Tyler Stone, Administrative Officer
tylers@co.wasco.or.us
(541) 506-2552

COME SEE US IN THE DALLES, OREGON!



The Dalles is centrally located on major transportation routes through the heart of Oregon, Washington and Idaho, as well as beyond to Canada, California and the western United States.

SEPTEMBER 2022
PROJECTS AND ISSUES OVERVIEW

FINANCIAL ASSISTANCE REQUESTS

Columbia Gorge Regional AirportPage 8

Request: Klickitat County, City of The Dalles and Columbia Gorge Community College seek to address a funding shortfall arising from escalating construction costs at the regional airport. Partners have received an EDA grant to construct an aviation maintenance training hangar and expand the airport business park. Construction deficit of \$2.3 million arises from COVID-related cost escalation since the EDA proposal was submitted in June 2020.

This project will support workforce training in aviation maintenance, private sector job creation and expansion of airport operational revenue.

Q-Life Collocation Facility..... Page 10

Request: Q-Life is seeking to construct a new collocation facility to address network resilience in the event of a Cascadia subduction earthquake. The Dalles is an ideal location due to its location outside of the event area.

QLife seeks to construct a new, more robust carrier-neutral collocation facility accessible for diverse telecommunications providers that serve communities across Oregon to enhance network resilience. Development of a new collocation facility would also have statewide benefits to first responders and community and economic recovery after a potential Cascadia event.

Port of The Dalles Marina 2021 & 2022 Fire Recovery Page 13

Request: The Port of The Dalles seeks \$1.6 million to assist with recovery from two marina fires. It is believed that the EPA and USDA Community Facilities accounts could work for this project.

This catastrophic event is causing great hardship on the Port of The Dalles as the Port has needed to divert funds from their economic development fund to cover the un-budgeted costs of emergency response and recovery.

Both fires occurred in a basin of the Columbia River and involved boats and structures. The Port undertook extraordinary measures to ensure that no fuel, or fuel contaminated debris, was released into the Columbia River. The Port worked closely with Columbia River Inter-Tribal Fisheries, Oregon Department of Environmental Quality, and other agencies to ensure our response was exemplary and exceeded their needs. Now that both emergencies are over, the Port needs financial assistance to help offset the incurred expenses and help with the future expenses of rebuilding the marina.

Port of The Dalles Real Estate Redevelopment and Industrial Land Acquisition..... Page 15

Request: The Port of The Dalles seeks \$3 million to assist with industrial land purchase and real estate redevelopment.

The Port of The Dalles has been advocating for the expansion of the Urban Growth Boundary so Wasco County and The Dalles can continue to prosper. In the meantime, the Port needs additional resources to acquire industrial land outside of the City of The Dalles and to work on in-fill within the City limits so there is adequate space for existing businesses to expand, and new businesses to grow.

ADMINISTRATIVE AND POLICY ISSUES

National Parks Service Page 16

Request: Wasco County is looking for help to remove some National Parks Land and Water Conservation Fund (LWCF) requirements from a parcel of property in The Dalles.

In the 1980s a \$60,000 grant was received to help develop a ballfield on Kramer Field. Mid-Columbia Medical Center wants to build a new hospital facility on this site and Wasco County is looking to relocate the Kramer Field facility to a larger site to accommodate a tournament level recreation facility. The timeframe and challenge to convert this LWCF protected land out of recreational use and transferring that recreational use to another property is beyond reasonable.

Federal Forest Fire Fuels Reduction..... Page 19

Request: Support sensible forest management and fuels reduction.

On September 2, 2017, a catastrophic wildfire broke out in the Columbia River Gorge near Cascade Locks. This fire closed I-84 for three weeks, decimated the Historic Columbia River Highway, produced unhealthy levels of smoke, and caused economic hardship for many businesses in The Dalles, Wasco County, and the Gorge, which saw business shrivel as the fire burned for more than three months. The 2018 fire season started early and kept local communities covered with unhealthy smoke through much of the summer.

All of this could have been prevented with adequate forest management and fuels reduction. The Community Outreach Team has been asking for additional funding for the USFS to help with forest management, and a path for expedited permitting to address salvage timber after a storm or fire to remove deadfall. In 2017 alone, \$2 billion were spent fighting forest fires. Watersheds, local economies, and air quality continue to be negatively impacted.

“In 2018, the Community Planning Assistance for Wildfire (CPAW) program provided Wasco County with land use planning solutions to better manage the wildland-urban interface,” said Angie Brewer, Wasco County Planning Director. “This team of planners, foresters, economists, researchers, and wildfire hazard modelers visited Wasco County and delivered a packet of recommendations which included an in-depth risk assessment and maps identifying wildfire hazard levels in the county ranging from moderate to very high.”

Our endangered forests are in desperate need of sensible forest management and fuels reduction.

Payment in Lieu of Taxes and Secure Rural Schools Continued Funding..... Page 21

Request: Restore adequate federal PILT and SRS funding to timber counties.

Imagine that you own a building, and your tenant decides to stop paying rent. Then imagine that the tenant decides to stay in the building, so you cannot rent it out for income.

This is in fact what the Federal government is doing to Wasco County. They promised payments to reimburse the County for lost tax receipts, but annually choose not to make those payments, at the same time they have restricted timber harvest that could have made up for some of that lost revenue. Wasco County's road department is very reliant on Federal payments, which make up about 60% of that budget.

"Funds from forest operations have historically been key in funding the maintenance and operation of Wasco County's road system," said Commissioner Scott Hege of Wasco County. "With declining infrastructure funding, these dollars are even more important in providing critical funds to help Wasco County keep its roads maintained for our business community, as well as our citizens."

U.S. Economic Development Administration Support Page 27

Request: We request support for ongoing investment into the U.S. Economic Development Administration, an agency which has been instrumental in helping us invest in our communities and plan for our future. We request support for EDA reauthorization.

The U.S. Economic Development Administration provides vital funding to help the Columbia Gorge economy move forward.

"The food and beverage industry is one of the fastest-growing sectors in the Columbia Gorge economy," said Dr. Marta Yera Cronin, President, Columbia Gorge Community College. "As the region's only institution of higher education, Columbia Gorge Community College gained valuable insight into this sector's workforce demands through an analysis primarily funded by the U.S. Economic Development Administration. Now, we are asking the EDA's assistance in helping us prepare students for high growth, family-wage positions in healthcare and aviation maintenance. It's critical that EDA receive the federal resources to address these and other needs facing rural America."

U.S. Economic Development Administration funding supports efforts crucial to the prosperity of the bi-state Columbia River Gorge region. Local examples include: the Columbia Gorge Regional Airport Flex Building, development of a Comprehensive Economic Development Strategy for the region, and revolving loan funds that support expansion of the rural business base.

Projects

AVIATION MAINTENANCE TECHNICIAN TRAINING

Columbia Gorge Community College established aviation maintenance technician training (CFR Part 147 Airframe and Power Plant) in Summer 2022, the newest such training in the nation. This helps address America's critical shortage of aviation mechanics, estimated at 134,000 by 2042. These are family-wage jobs (\$50,000 to \$80,000 annually) that support the nation's civilian air fleet.*

Funding Request:

Total Need:	\$5,800,000
Funded to Date:	
EDA	\$2,800,000
Klickitat County and City of The Dalles	\$700,000
Funding request:	\$2,300,000

Project lead:

Organization:	Columbia Gorge Community College
Contact:	Dan Spatz, Capital Projects & Community Relations
Address:	400 E. Scenic Drive, The Dalles, Oregon 97058
Phone, email:	o: (541) 506-6034 c: (541) 340-9883 dspatz@cgcc.edu

Community Benefit:

City of The Dalles and Klickitat County jointly own and manage Columbia Gorge Regional Airport (CGRA) at Dallesport, a general aviation airport. The city and county will receive a U.S. Economic Development Administration grant to build an aviation maintenance training hangar for Columbia Gorge Community College. The college will train technicians for CGRA and other airports across the West. The hangar itself will offer secure storage for business jets, an important airport revenue source. Finally, the grant will extend utilities to new parcels in the airport business park, enabling private sector job creation. The Dalles and Klickitat County committed \$700,000 as local match for the EDA grant. Total grant value is \$3.5 million, of which \$2.8 million is anticipated from the EDA in September 2022.

Location: Columbia Gorge Community College District, Columbia Gorge Regional Airport

Industry partners:

The college is a training partner of Horizon Airlines. Students may also enroll in the college's Unmanned Aerial Systems (UAS) operations program. CGCC is certified by AUVSI** as a Level One training provider. Columbia Gorge region supports a UAS supply chain of at least 25 companies.

Status:

Klickitat County, as lead authorized grant agent, submitted the EDA proposal in June 2020 and was notified of pending award in September 2022. COVID-related supply chain disruptions resulted in a dramatic escalation in project cost since grant submission. We are informed that approximately nine out of every 10

EDA projects are encountering similar budget challenges, with 40 percent cost escalation in 2021 alone. In our case, the original \$3.5 million project is now projected at \$5.8 million, resulting in a \$2.3 million deficit. Klickitat County Economic Development Authority is seeking various state and federal resources to close this gap.

Request for assistance:

Recognizing the national challenge of EDA project cost escalation, Klickitat County, The Dalles and Columbia Gorge Community College seek emergency funding of \$2.3 million to resolve this deficit.

Project Partners:

City of The Dalles, Klickitat County, Columbia Gorge Regional Airport, Columbia Gorge Community College, aviation industry partners.

** Boeing Co. Pilot-Technician Outlook Report - 2022 ** AUVSI: Association for Unmanned Vehicle Systems International*

QLIFE COLLOCATION FACILITY for Disaster Recovery

We seek your support for funding to construct a new, more robust carrier-neutral collocation facility accessible for diverse telecommunications providers that serve communities across Oregon to enhance network resilience. Functioning high-speed Internet networks are a key component of any disaster resiliency strategy. Loss of access to the internet after a Cascadia level earthquake event, will significantly hamper rescue, relief and recovery efforts in the Pacific Northwest region and reduce the ability of areas impacted less by disaster to provide effective staging and recovery efforts. Lack of these services will also hinder the ability of individuals to connect with loved ones to assure they are safe. Furthermore, the Covid-19 pandemic has further stressed the need for resilient communication networks as part of our recovery, resiliency and continued economic growth in Wasco County.

Funding Request:

Funding request: \$1,041,120

Community Benefit: QLife seeks to construct a new, more robust carrier-neutral collocation facility accessible for diverse telecommunications providers that serve communities across Oregon to enhance network resilience. Development of a new collocation facility would also have statewide benefits to first responders and community and economic recovery after a potential Cascadia event. The Dalles area is an ideal location for this facility for several reasons beyond its location outside of the major impact zone. It is along a critical response corridor for staging and recovery after a Cascadia subduction earthquake (I-84, Columbia River, two railroads, regional airport) and already serves as a key crossing point for several long-haul broadband networks.

Location: The Dalles, Oregon, Wasco County, and State of Oregon

Lead Sponsor:

Organization: QLife
Contact: Matthew Klebes, Q-Life Administrator
Address: The Dalles, OR 97058
Phone, Email: (541) 296-5481, mklebes@ci.the-dalles.or.us

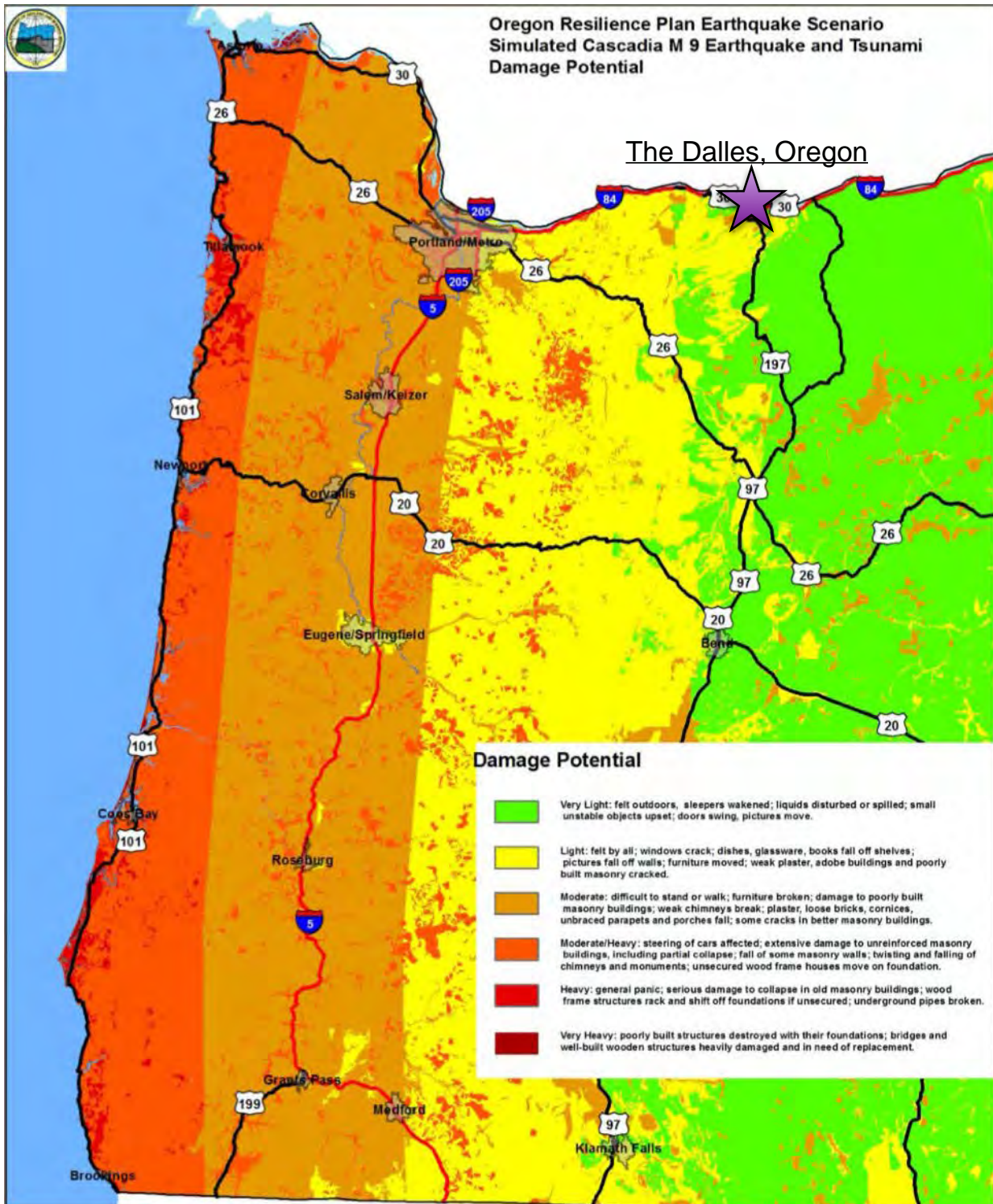
QLife, an Intergovernmental Agency formed between the City of The Dalles, Wasco County, and other local partners, currently has a collocation facility located in the basement of The Dalles City Hall which serves a key role in providing internet access to community institutions, businesses, and residents. This facility is at capacity, lacks robust power, cooling, access routes, and has been under the threat of potential flooding. This facility needs to be replaced.

In June 2022 QLife, with the support of Mid-Columbia Economic Development District and CARES funding, completed a Collocation Final Conceptual Design report outlining construction of a dedicated internet exchange and server facility at the Wasco County Emergency Operations and 911 Center. This facility would have improved power, cooling, security, redundant fiber access routes and, in addition to providing improved services in Wasco County, would also serve as a redundant collocation facility that will have a key role in reestablishing internet access after a Cascadia level event.

Internet service occurs as a result of the interconnection of many networks at co-location and exchange facilities. Major locations of these facilities in the Pacific Northwest are all in areas west of the Cascades Mountain Range where experts anticipate devastating impacts will occur from a Cascadia subduction zone earthquake. As a result, the Internet, the cellular networks that rely on it, and many public safety communications networks, would be inoperable in the Northwest during and after a Cascadia event because carriers would no longer have access to these critical connectivity locations in their network architecture. This would not just affect the high impact zones west of the Cascades, but areas throughout Oregon and Washington.

Qlife is requesting assistance in identifying potential grant programs to support this project. Qlife is also requesting a Letter of Support from your office for the project.

CASCADIA EVENT SIMULATION MAP



PORT OF THE DALLES 2021 & 2022 Marina Fire Recovery

We seek your support for emergency funding to assist the Port in recovery from the July 4th, 2021 fire, and now the August 1st, 2022 fire. Combined, these unprecedented events have destroyed more than one-quarter of the marina facilities. The un-budgeted emergency response and clean up cost is \$1,073,122, the estimated facility replacement cost is an additional \$850,000, and lost revenue from operations is \$194,000.

Funding Request:

Total Need: \$2,117,122
Funded to Date: \$513,693
Funding request: \$1,603,429

Community Benefit: The Port of The Dalles marina has been a fixture in the community since 1933, the year the Port was formed. This asset is important to the area not only for the recreational and tourism aspect of the marina, but also acts as a staging point for emergency river rescue response, a safe harbor for boats encountering foul weather, and a gathering point for boaters and their families.

Location: The Dalles, Oregon, Columbia River mile 190

Lead Sponsor:

Organization: Port of The Dalles
Contact: Andrea Klaas, Executive Director
Address: 3636 Klindt Drive, The Dalles, OR 97058
Phone, Email: (541) 298-4148, andrea@portofthedalles.com

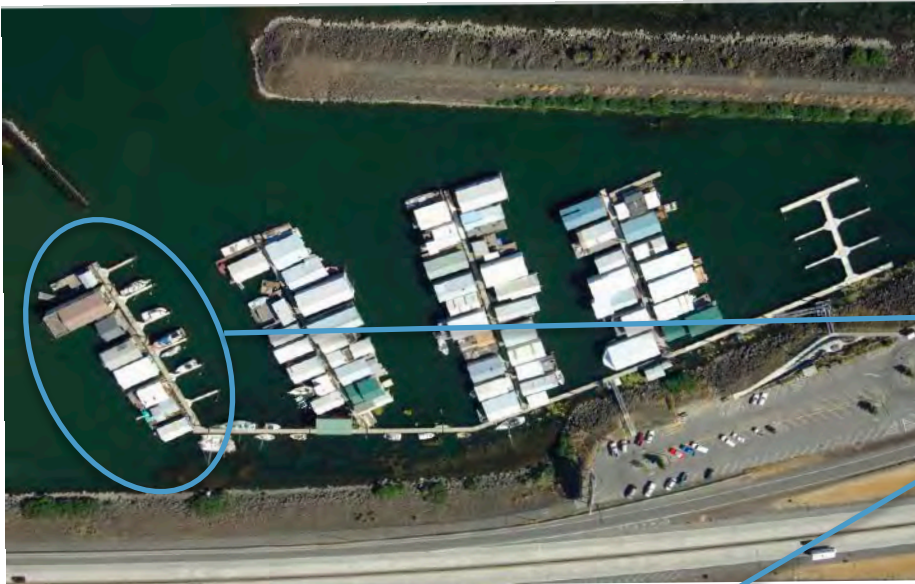
On the evening of July 3rd, 2021 the Port of The Dalles Marina caught on fire and burned boathouses and boats to the waterline which caused the docks to lose all structural integrity and rendering them inoperable. Thirteen months later a second fire started in the marina, this time causing less damage to the marina infrastructure, but there are still recovery costs associated with this event. These catastrophic events are causing great hardship on the Port of The Dalles as the Port has diverted funds from their economic development and operations funds to cover the un-budgeted costs of emergency response and recovery.

Both fires occurred in a basin of the Columbia River and involved boats and structures. The Port undertook extraordinary measures to ensure that no fuel, or fuel contaminated debris, was released into the Columbia River. The Port worked closely with Columbia River Inter-Tribal Fisheries, Oregon Department of Environmental Quality, and other agencies to ensure our response was exemplary and exceeded their requirements.

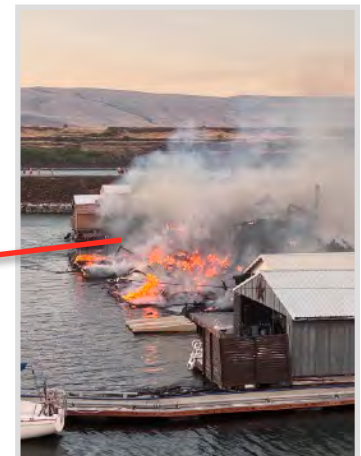
Now that the emergencies are over, the Port needs financial assistance to help off-set the incurred expenses and assist with the expenses of rebuilding the marina. To highlight the need for assistance, annual operating expenses for the entire Port operations typically run around \$1.6 million, full recovery from this event will be around \$2 million.

THE DALLES OUTREACH TEAM

COMMUNITY ENHANCEMENT PROGRAM



4th July 2021, 1:00 am



1st August 2022, 7:10pm



1st August 2022, 7:10pm

PORT OF THE DALLES Real Estate Redevelopment and Industrial Land Acquisition

We seek your assistance to help the Port of The Dalles continue its mission of diversifying the economy, creating jobs, and bringing investment to The Dalles and Wasco County Oregon.

Funding Request:

Total (est.):	\$6,000,000
Port Contribution:	\$2,000,000
State of Oregon Contribution (pending):	\$1,000,000
Funding request:	\$3,000,000

Community Benefit: The Port of The Dalles is the primary economic development engine in The Dalles, Oregon and Wasco County. Historically, the Port has been able to acquire undeveloped industrial land and then invest in the infrastructure and site preparation to make this land suitable for business development and expansion. Over the last 40 years the Port has been able to use its resources to accomplish this mission, and today has recruited over 70 businesses that employ more than 2,000 people in The Dalles.

Location: Port of The Dalles District, including The Dalles, Dufur, and portions of Wasco County

Lead Sponsor:

Organization:	Port of The Dalles
Contact:	Andrea Klaas, Executive Director
Address:	3636 Klindt Drive, The Dalles, OR 97058
Phone, Email:	(541) 298-4148, andrea@portofthedalles.com

The Port of The Dalles has been very successful managing its financial resources and diversifying the economy of The Dalles and Wasco County, but the Port now needs financial assistance to continue fulfilling its mission. Beginning in 1933, the Port has had an eye to the future and a desire to improve the economy in its 270 square mile district. Today, due to the very limited supply of land in the region, and the increased costs of construction, the Port is looking at other ways to fulfill its mission through existing property redevelopment, and land acquisition south of the city of The Dalles.

Administration and Policy Issues

NATIONAL PARKS SERVICE

Land & Water Conservation Fund Protected Property

Overview: Wasco County is looking for help to remove some National Parks Land and Water Conservation Fund (LWCF) requirements from a parcel of property in The Dalles. In the 1980s a \$60,000 grant was received to help develop a ball field on Kramer Field. Mid-Columbia Medical Center wants to build a new hospital facility on this site and Wasco County is looking to relocate the Kramer Field facility to a larger site to accommodate a tournament level recreation facility. The timeframe and challenge to convert this LWCF protected land out of recreational use and transferring that recreational use to another property is beyond reasonable. Any help to resolve this issue will be greatly appreciated.

Project Budget:

There is no specific budget for this element of this project as we are seeking to change the identified LWCF protected land.

Community Benefit:

Facilitating this change will allow for the development of a new hospital for The Dalles and the Mid-Columbia as well as the development of an exceptional recreational and sports facility.

Location: The Dalles Oregon

Lead Sponsor:

Organization: Wasco County
Contact: Scott Hege, Commissioner
Address: 511 Washington St., The Dalles, OR 97058
Phone, Email: (541) 288-1616, Scotth@co.wasco.or.us

Details:

The process required in short is as follows:

In order to remove LWCF requirements from a previously assisted piece of property the Project Sponsor (Wasco County) would have to request a conversion. There are many requirements for a conversion which include, Yellow Book appraisals, NEPA, 106 (cultural resources) and development of the replacement property within 3 years. Conversions typically take a minimum of 2 years to process.

Ultimately, when you take one piece of property out of public outdoor recreation, you have to find an acceptable piece of replacement property. The property must be of equivalent Fair Market Value (FMV) and recreational usefulness as the property converted out of recreation use. The FMV is determined by Yellow Book Appraisals for both properties and is based on today's values, not when the original project took place. Replacement property cannot be purchased in advance or prior to OPRD and National Park Service approval.

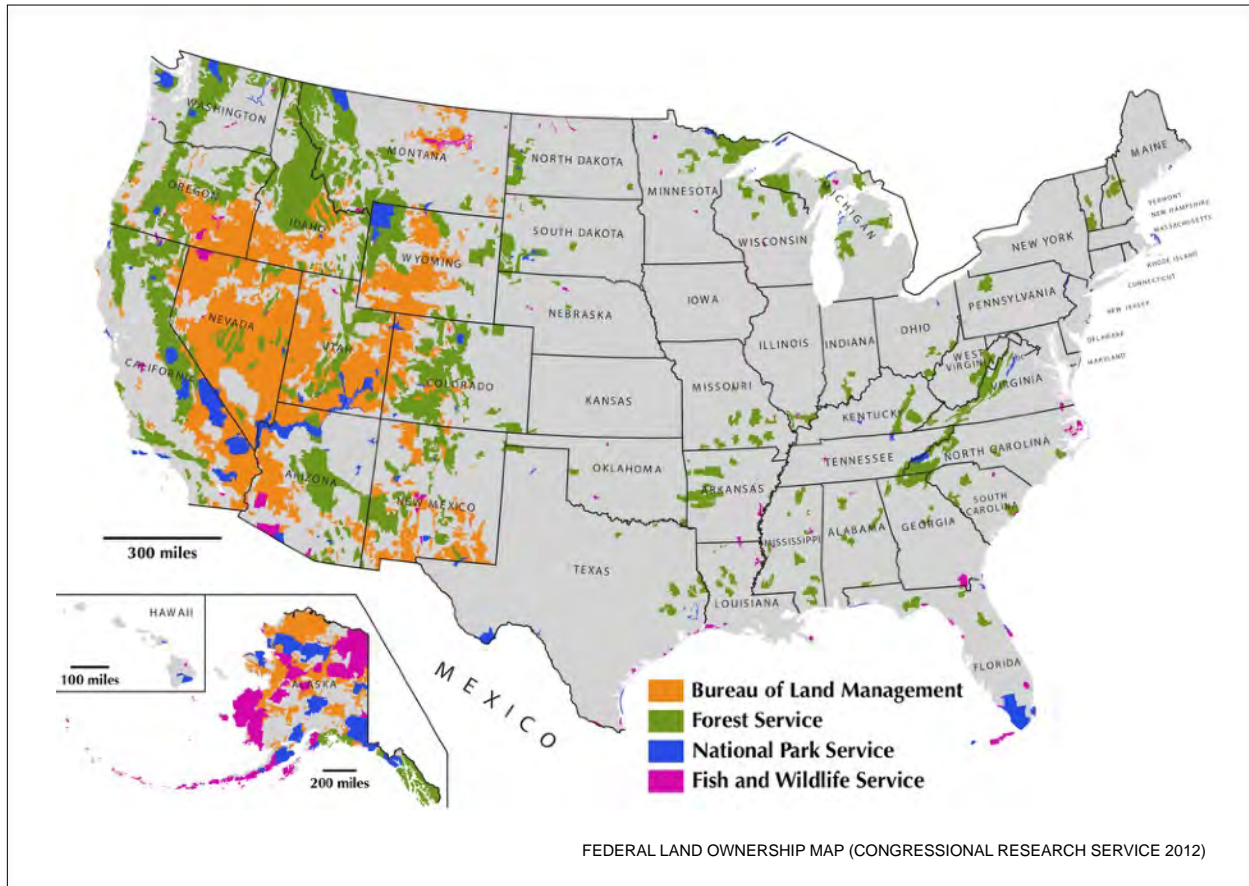
The property we plan to develop the new sports complex has already been purchased and the timeline for the hospital development is hampered by the extensive length of the transfer process.

Project Partners:

Partners include Wasco County, Mid-Columbia Medical Center, City of The Dalles and the Port of The Dalles. The success of this will facilitate a variety of other positive elements in the City.



WHO OWNS THE WEST?



◆ *The Federal Government owns 68% of Alaska, 47% of the 11 Western States, and only 4% of the remaining 38 States.*

◆ *In Oregon, federal land ownership (32,000,000+ acres) accounts for almost half of all the lands of the State (63,000,000+ acres). Other public lands (state and local) mean even more land is off limits for helping fund local services.*

CHALLENGES:

- Federal payments to counties based on timber receipts, and later in compensation for lost timber harvest, once funded county roads and other services, but have all but disappeared in recent years, leaving huge budget holes for counties to fill.
- Counties cannot collect property taxes on public lands within their boundaries to help fund local roads and services, risking the loss of costly public road infrastructure.
- Local taxpayers are experiencing sticker shock and rejecting large tax measures designed to replace lost federal revenues.

SOLUTION:

- Restoration of sustainable timber harvest would help restore funds to county coffers, assure healthier forest through thinning practices, and reduce the risk from catastrophic wildfire

FEDERAL FOREST FIRE FUELS REDUCTION FOR IMPROVED WATERSHED MANAGEMENT

We ask your help in developing practical forest management options within the Late Successional Resources (LSRs) to promote water quality and realize the mature forest values for which LSRs were originally designated. The Dalles Watershed includes LSR areas which, under the current “no touch” option, are growing into areas with high potential for uncontrollable, high intensity fires that could have devastating effects on water quality.

Community Benefit: Better forest management would improve wildlife habitat, protect The Dalles’ vital municipal water supply, and reduce tree mortality from overstocking effects. The Pacific Northwest’s non-federal forests provide ample evidence that managed forests fare better in a wildfire.

Local Lead Agency:

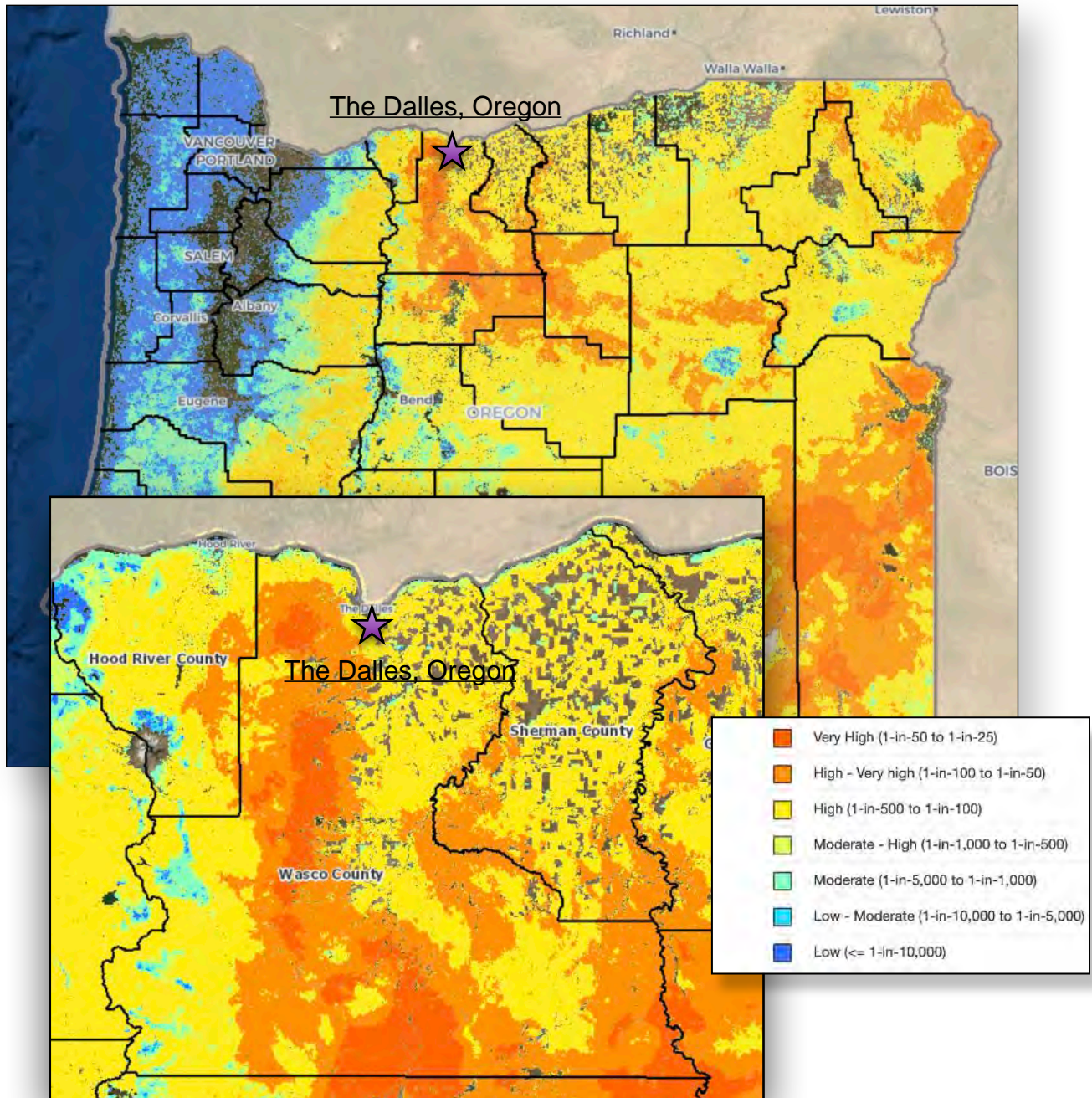
Organization: City of The Dalles
Contact: Matthew Klebes, City Manager
Address: 313 Court St., The Dalles, OR 97058
Phone, email: (541) 296-5481, mklebes@ci.the-dalles.or.us

Catastrophic forest fires have become an ongoing economic and environmental disaster in the western United States. Of specific concern are uncontrolled wildfires in municipal watersheds. Current federal regulations, guidelines and management plans on federal lands are causing unhealthy forests susceptible to catastrophic fires. Tree mortality resulting from the combined effects of overstocking, species encroachment, drier type stands, insect infestations and disease all increase levels of accumulated fire fuels. This is particularly true in areas designated as Late Successional Resources (LSR) areas, defined as mixed conifer forests that provide a multi-layered tree canopy, including large-diameter trees, shade-tolerant tree species in the understory, and a high volume of dead wood, such as snags and logs.

The City of The Dalles, Oregon (population 15,000) receives 90 percent of its annual water supply from The Dalles Municipal Watershed. Approximately 2/3 of the Watershed is owned and managed by the US Forest Service. The Forest Service and the City have been working together in recent years, often through public collaborative processes, to reduce the risk of catastrophic wildfire within the Watershed through forest fire fuels reduction and forest health improvement projects. Both the Mill Creek Buttes and the Dog River drainage have been identified in two separate Forest Service analyses as high to extreme risk of experiencing a catastrophic stand-replacing fire.

Creating practical forest management options will greatly improve public safety and protect our water supply.

OREGON BURN PROBABILITY MAP



Source: https://tools.oregonexplorer.info/oe_htmlviewer/index.html?viewer=wildfire

PAYMENT IN LIEU OF TAXES AND SECURE RURAL SCHOOLS

Support efforts to ensure permanent and full mandatory funding for Secure Rural Schools and Community Self-Determination Act of 2000 (SRS) and Payment in Lieu of Taxes (PILT) programs, and reform forest management practices.

Community Benefit: Continuing Payment in Lieu of Taxes and Secure Rural Schools program funding helps replace tax dollars Wasco County and other local taxing districts forfeit on federally owned lands, which are needed to provide county and school services.

Local Lead Agency:

Organization: Wasco County
Contact: Scott Hege, Commissioner
Address: 511 Washington Street, The Dalles, OR 97058
Phone, Email: (541) 506-2522, scotth@co.wasco.or.us

Supporting Sponsors:

National Association of Counties (NACO), Association of Oregon Counties (AOC)

Federal Secure Rural Schools (SRS) and Payment in Lieu of Taxes (PILT) programs have historically provided close to \$3 million annually to Wasco County and our local schools (e.g., \$2.73 million SRS in 2005). Current payments are much lower. They have been reduced more than 90% from prior years prior because of federal policy and federal funding decisions.

220,000 acres, or 14.4%, of Wasco County's land mass is publicly held by the Forest Service, Bureau of Land Management, and other federal agencies. No tax dollars are generated to support services from any of this federally owned land.

We need a solid and long-term funding approach to both SRS and PILT to eliminate the yoyo effect they have on local budgets. Action is needed to stabilize support for both programs. Like many federal programs, they have been on the chopping block numerous times and significant legislative effort is required each time Congress moves to defund the programs.

We urge you to support mandatory full funding for the Payment in Lieu of Taxes (PILT) program as well as to enact a long-term legislative solution for continued revenue sharing payments to forest counties through the U.S. Forest Service's Secure Rural Schools (SRS) program.

Further, Congress should reform forest management practices to improve forest health, increase production, reduce the potential for catastrophic wildfires and ensure robust revenue sharing to all forest counties. This is a long-term solution that we all want for our forests to provide both long-term sustainable resources as well as forest health.

In the 115th Congress, Senators Ron Wyden and Mike Crapo sponsored SB3753, the Forest Management for Rural Stability Act, to develop permanent funding for the program. We advocate similar efforts in the future and stand ready to work with you on stable funding mechanisms in the future.



WASCO COUNTY, OR 2022 PAYMENTS IN LIEU OF TAXES (PILT)

PILT RECEIVED FY 2022	PERCENT OF PILT ENTITLEMENT LAND	PILT ENTITLEMENT ACRES	PILT AMOUNT PER ENTITLEMENT ACRE
\$110,512	14.4%	220,074	\$0.50

FEDERAL LAND, LOCAL COMMUNITIES



62% of counties have federal land within their boundaries. Even though they are not able to collect property taxes on federal land, county governments must still provide essential services for their residents and those who visit these public lands each year. Such services include road and bridge maintenance, law enforcement, search and rescue, emergency medical, fire protection, solid waste disposal and environmental compliance.

Our ask: **Counties urge Congress to provide full funding for PILT in FY 2023 and to support a sustainable long-term approach to financing essential local services in America's public lands counties.**

BREAKDOWN OF COUNTY PILT ENTITLEMENT ACRES BY AGENCY

Bureau of Land Management	Forest Service	Bureau of Reclamation	National Park System	U.S. Army	U.S. Army Corp of Engineers	Fish and Wildlife Service	Other Agencies*
45,477 (20.7%)	174 K (79.3%)	24 (0.0%)	0 (0.0%)	0 (0.0%)	160 (0.1%)	0 (0.0%)	0 (0.0%)

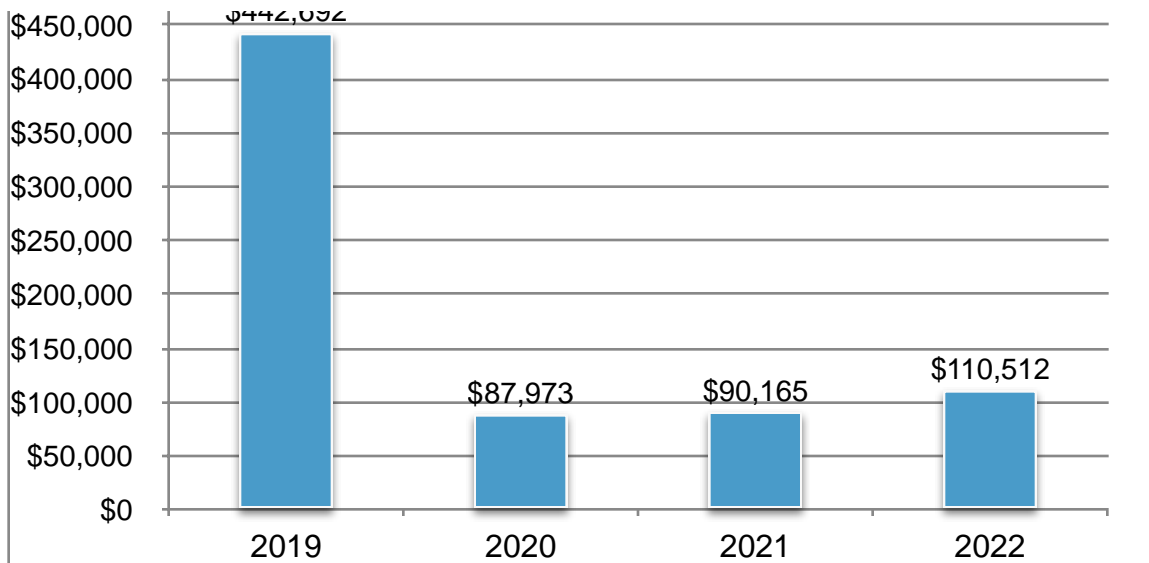
NACo Analysis of: U.S. Department of the Interior Data. PILT Received, FY 2022 represents the total PILT appropriations for fiscal year 2022. Total Number of PILT entitlement acres reflects the number of acres eligible for PILT payments. * Other Agencies includes acres managed by the Utah Reclamation Mitigation and Conservation Commission (URC).

PILT FUNDING CRITICAL FOR SERVICES INCLUDING:

- 
**ROAD AND BRIDGE
MAINTENANCE**
- 
**LAW
ENFORCEMENT**
- 
**SEARCH AND
RESCUE**
- 
**EMERGENCY
MEDICAL**
- 
**FIRE
PROTECTION**
- 
**SOLID WASTE
DISPOSAL**
- 
**ENVIRONMENTAL
COMPLIANCE**

WASCO COUNTY'S PILT HISTORICAL RECEIPTS

- PILT funding is collected by Wasco County and then redistributed to affected taxing districts.
- PILT is intended to offset losses in property taxes due to the existence of nontaxable Federal lands within County boundaries.





WASCO COUNTY, OR

	SRS PAYMENT, FY 2019 RECEIPTS YEAR:	PROJECTED 25% FUND PAYMENT, FY 2017 RECEIPTS YEAR:	PROJECTED FY 2017 25% FUND PAYMENT VS. FY 2019 SRS:	PERCENT OF NATIONAL FOREST SERVICE LAND:
COUNTY	\$808,264	\$174,888	-78.4%	11.5%
STATE	\$48.9 M	\$8.4 M	-82.8%	24.2%

SECURE RURAL SCHOOLS

The Secure Rural Schools and Community Self-Determination (SRS) Act was enacted in 2000 to compensate for steep reductions in revenues from timber harvests, which resulted from national policies that substantially diminished revenue-generating activities within federal forests. For FY 2019, the SRS program provided \$249 million for roads and schools and other critical services in 656 mostly rural counties, parishes and boroughs across the United States. The last authorization for SRS expired on September 30, 2018.

OUR ASK

Without SRS, forest counties nationwide face dramatic budgetary shortfalls. Counties urge Congress to renew its long-standing commitment to forest counties by increasing revenue sharing through active forest management and extending SRS as critical transitional funding.

Notes: The receipts year reflects when U.S. Forest Service (USFS) collects revenues from national forest lands. Without the SRS Act reauthorization, states revert to the Payments to States Act of 1908 as amended, receiving a 25 percent payment from national forest receipts. USFS estimates FY 2017 county 25 percent payments based on county shares of the national forest receipts. These estimates reflect the application of a 6.8 percent sequester to the state payments.

Sources: NACo analysis of data from the U.S. Forest Service and Bureau of Land Management and Headwaters Economics analysis of the U.S. Geological Survey, Protected Areas Database.

SRS PAYMENTS ARE CRITICAL FOR SERVICES INCLUDING:



TRANSPORTATION
INFRASTRUCTURE



SCHOOLS



FOREST
MANAGEMENT



ECOSYSTEM
PROTECTION



PROTECTION
FROM WILDFIRE

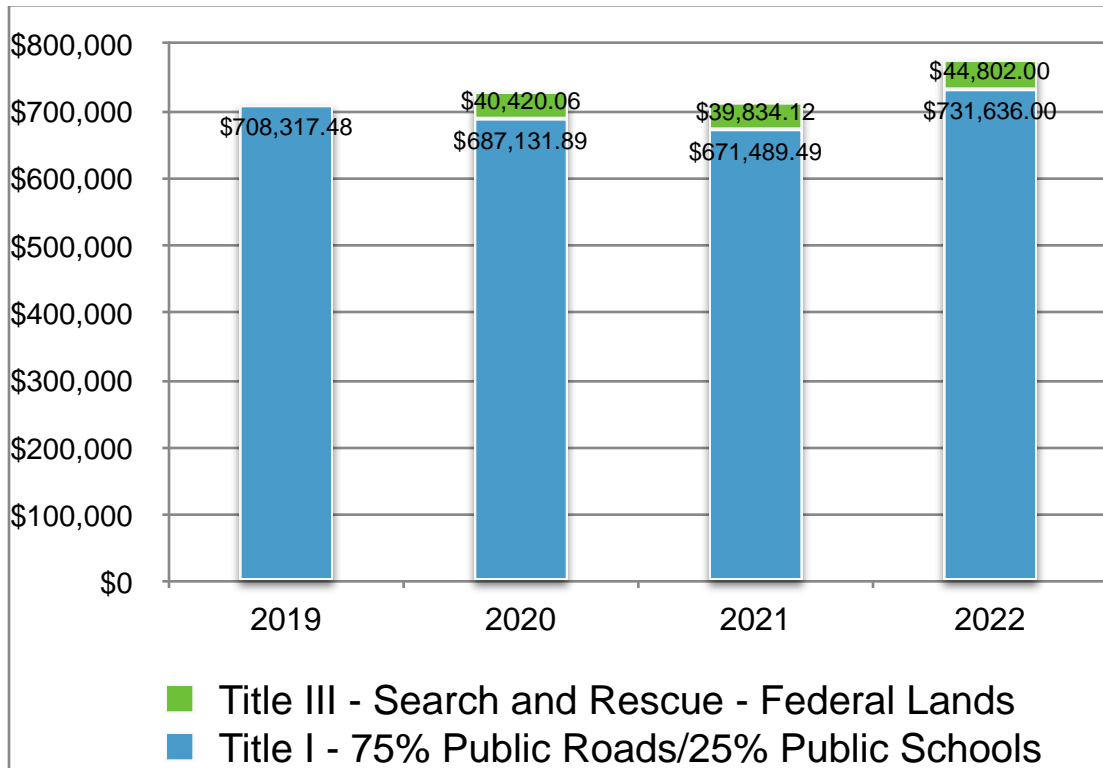


SEARCH AND
RESCUE



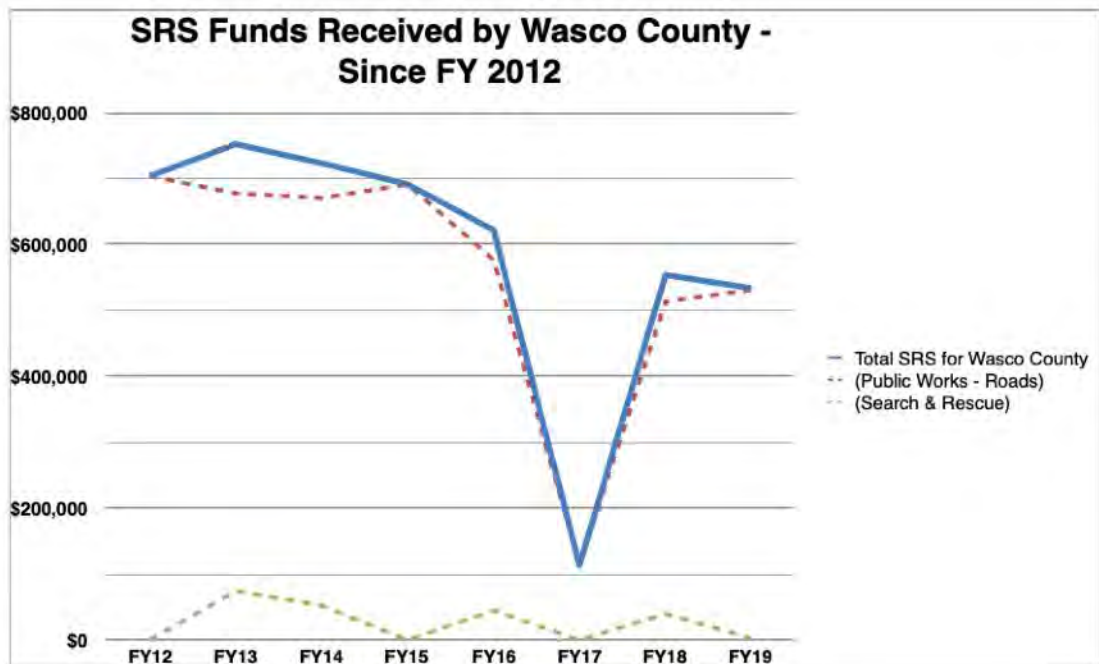
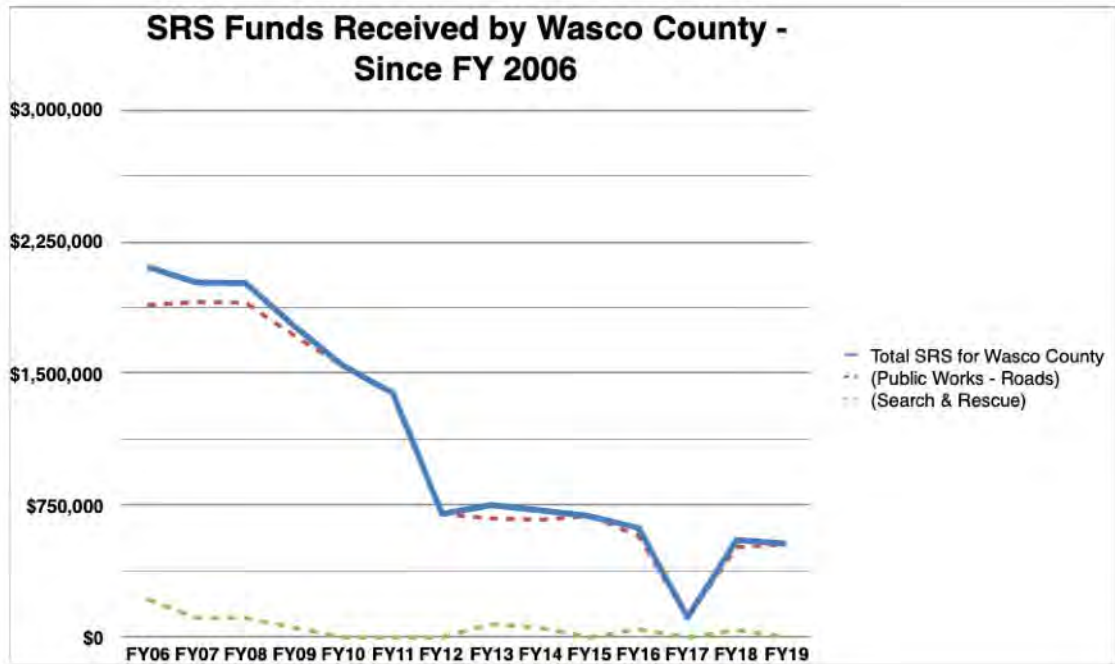
EMERGENCY
SERVICES

WASCO COUNTY'S SRS HISTORICAL RECEIPTS



SRS/FOREST RESERVE FUNDS

WASCO COUNTY'S SRS HISTORICAL RECEIPTS



U.S. ECONOMIC DEVELOPMENT ADMINISTRATION SUPPORT

We request support for ongoing investment into the U.S. Economic Development Administration, an agency which has been instrumental in helping us invest in our communities and plan for our future.

Community Benefit: Maintain the primary federal vehicle that supports investment into regional economic development strategy and implementation, and critical community infrastructure.

Local Lead Agency:

Organization: Mid-Columbia Economic Development District
Contact: Jessica Metta, Executive Director
Address: 802 Chenoweth Loop, The Dalles, OR 97058
Phone, Email: (541) 296-2266, jessica@mcedd.org

Mid-Columbia Economic Development District (MCEDD) leads regional economic and community development initiatives throughout its five-county bi-state rural region in Oregon and Washington, covering 7,289 square miles and about 85,000 people (as of 2017). By identifying and addressing local needs through planning, capacity-building and direct investment, the U.S. Economic Development Administration (EDA) coordinates with MCEDD and similar entities to create jobs and promote entrepreneurship.

EDA invests in planning for tomorrow's opportunities. MCEDD administers the EDA-funded Comprehensive Economic Development Strategy. This strategy organizes local public and private leaders to identify and assess existing assets and liabilities as well as future opportunities and challenges facing communities in the regional economy. As a result, consistent exchange and dialogue engages public and private sector leaders throughout the region on charting a path forward for economic development.

EDA invests in advancing entrepreneurship. EDA provides funding to develop and implement our regional economic development strategy and establish business funding programs. These resources have been critical to many of the services for advancing our economy, including:

- Creation of the Gorge Broadband Consortium and resulting investments into broadband to connect rural communities.
- Industry sector development, resulting in creation of, and ongoing support to, the Gorge Technology Alliance, Columbia Gorge Winegrowers Association, Columbia Gorge Bi-State Renewable Energy Zone and more.
- Support for direct business assistance and business loan programs.

EDA invests in people and places. EDA's support of locally driven projects leads to job creation and retention while generating significant private investment. A recent local (and bistate) example is the Columbia Gorge Regional Airport Flex Building, which received an EDA public works grant. This project allows the region to retain a critical employer, Life Flight, and private space for additional business growth. Without this investment, Life Flight would have moved out of the region, causing a loss in jobs important to our rural area and an anticipated loss of more than \$10 million in private investment. It is important from a health and safety standpoint, providing direct benefits to major medical providers, such as Mid-Columbia Medical Center, which indicated that service has resulted in a reduction in response time for trauma patients from 45-60 minutes to 7-8 minutes.