PORT OF THE DALLES

Dedicated to supporting the creation, retention, expansion, and recruitment of businesses and jobs that will enhance the economy of the Port District.

PORT COMMISSION MEETING
WEDNESDAY, AUGUST 12, 2026, 5:30 P.M.
PORT OF THE DALLES ADMINISTRATIVE OFFICE

AGENDA

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. AGENDA CORRECTIONS OR ADDITIONS

E. PUBLIC COMMENT OR QUESTION 3-minute limit per person per subject

F. PRESENTATIONS OR COMMUNITY PARTNER UPDATES None

G. DISCUSSION ITEMS None

H. CONSENT ITEMS Routine nature: minutes, documents, items previously discussed, etc.
   1. July 8, 2026, Regular Session Meeting Minutes Executive Assistant Toepke

I. ACTION ITEMS None

J. REPORTS
   1. Director's Report Executive Director Klaas
   2. Financial Report: July 2026 Bookkeeper Toepke
   3. The Dalles Community Outreach Team Executive Director Klaas
   4. Columbia Gateway Urban Renewal Agency Board Commissioner Amery
   5. Wasco County Economic Development Commission Executive Assistant Toepke *No meeting, no report.*

K. EXECUTIVE SESSION Pursuant to ORS 192.660(2)(e) To conduct deliberations with persons designated by the governing body to negotiate real property transactions **Media representatives are instructed not to report or disclose matters discussed in Executive Session*

L. ACTION REQUIRED FROM EXECUTIVE SESSION

M. UPCOMING MEETINGS/EVENTS
   - September 9, 2026, 5:30 p.m.: Port of The Dalles Commission Meeting

N. COMMISSION CALL

O. ADJOURN

MEETING DATE August 12, 2026

CONSENT ITEM H.-1.) July 8, 2026, Regular Session Meeting Minutes Executive Assistant Toepke

PORT OF THE DALLES COMMISSION
Regular Session Meeting Minutes
Wednesday, July 8, 2026, 5:30 p.m.
Port Administrative Office
3636 Klindt Drive, The Dalles, Oregon

CALL TO ORDER The Regular Session Meeting of the Port Commissioners was called to order by *Commission President Coburn at 5:30 p.m.*

ROLL CALL Executive Assistant Toepke

- COMMISSION Staci Coburn, President; Greg Weast, Vice-President; Jill Amery, Treasurer; John Willer, Secretary; Ed DeVlaeminck, Assistant Secretary-Treasurer
- STAFF Andrea Klaas, Executive Director; Jennifer Toepke, Executive Assistant/Bookkeeper
- LEGAL Bill Dick, Attorney, Dick, Dick & Corey, LLP
- GUESTS Sheridan McClellan

PLEDGE OF ALLEGIANCE *Commissioner Amery*

ACTION ITEMS

1. Election of Officers of the Board of Commissioners for Fiscal Year 2026-2027: President; Vice-President; Treasurer; Secretary; Assistant Secretary-Treasurer
   - *Motion to Elect Commissioner Staci Coburn for President for Fiscal Year 2026-2027: M/G. Weast, S/J. Willer, Motion passed unanimously. Voted Yes: S. Coburn, G. Weast, J. Amery, J. Willer, E. DeVlaeminck Voted No: None; Abstained: None*
   - *Motion to Elect/Keep the same Board of Commissioners for Fiscal Year 2026-2027 as follows President Staci Coburn; Vice-President Greg Weast; Treasurer Jill Amery; Secretary John Willer; Assistant Secretary-Treasurer Ed DeVlaeminck: M/J. Willer, S/G. Weast, Motion passed unanimously. Voted Yes: S. Coburn, G. Weast, J. Amery, J. Willer, E. DeVlaeminck Voted No: None; Abstained: None*
2. Confirm/appoint committee and board representations for Fiscal Year 2026-2027
   - *Motion to confirm current committee and board representations for Fiscal Year 2026-2027 as follows The Dalles Community Outreach Team: Executive Director Klaas, Commissioner Coburn, Commissioner Weast; Columbia Gateway Urban Renewal Agency Board: Commissioner Amery; Wasco County Economic Development Commission: Executive Assistant Toepke; Historic Wharf Committee: Commissioner Willer & Commissioner DeVlaeminck: M/J. Willer, S/E. DeVlaeminck, Motion passed unanimously. Voted Yes: S. Coburn, G. Weast, J. Amery, J. Willer, E. DeVlaeminck Voted No: None; Abstained: None*
3. Public Contracting & Purchasing Rules
   - *Motion to adopt the Public Contracting & Purchasing Rules contingent upon legal counsel review, with authority delegated to the Executive Director to make any non-substantive changes and/or corrections and then execute final adoption upon legal counsel approval: M/G. Weast, S/J. Amery, Motion passed unanimously. Voted Yes: S. Coburn, G. Weast, J. Amery, J. Willer, E. DeVlaeminck Voted No: None; Abstained: None*

AGENDA CORRECTIONS OR ADDITIONS *None*

PUBLIC COMMENT OR QUESTION *None*

COMMUNITY PARTNER PRESENTATION *Sheridan McClellan, Emergency Management Services Manager, Wasco County Sheriff's Office After Commission and Staff introduced themselves, Mr. McClellan shared that he's been in this position at Wasco County since 2019 and that he is a retired Coastguardsman who served 23 years in the U.S. Military, primarily in the Marina Science field with concentration on assessing and responding to environmental disasters. Mr. McClellan went on to highlight the work of Wasco County's Emergency Management Services Department: The Wasco County Emergency Operations Plan was recently finalized, The County contracted a firm to write this plan, as previously City of The Dalles and Wasco County each had their own plan, now there is only one plan for the whole County, including the unincorporated areas. Mr. McClellan thanks Port of The Dalles for its support of the Wasco County Emergency Operations Plan. He went on to talk about the State of Oregon working on the Cascadia Event, and how he and Executive Director Klaas have been working together to try to establish The Dalles as a hub for barge traffic in the event of an emergency like the Cascadia Event. Because The Dalles has two railroads, Interstate 84, Highway 197, the Columbia River Marine Highway, the Columbia Gorge Regional Airport across the River, etc., it makes it the perfect spot to be a major hub in case of the Cascadia Event or other major emergency. Mr. McClellan went on to show the Commission and Staff the resources on the Wasco County Website, by explaining the Perimeter Map and how it is linked to Everbridge and the State Raptor platform, so if you are signed up to receive Everbridge alerts you will receive a link that takes you to the Perimeter Map through Everbridge. Mr. McClellan closed by saying that he looks forward to a continued working relationship with Port of The Dalles to ensure its Marina continues to be a key part of the Wasco County Emergency Operations Plan. Here are the links for the* Wasco County Emergency Management *section of the Wasco County Website which has many excellent resources, including the following two* Wasco County, Oregon-Evacuation Routes and Assistance *and* Perimeter Map *which a Live Emergency Map of Wasco County*

DISCUSSION ITEMS *None*

CONSENT ITEMS
1. June 10, 2026, Regular Session Meeting Minutes Executive Assistant Toepke
2. By-Laws Executive Assistant Toepke
    - *Motion to approve Consent Items as presented: M/G. Weast, S/J. Willer, Motion passed unanimously. Voted Yes: S. Coburn, G. Weast, J. Amery, J. Willer, E. DeVlaeminck Voted No: None; Abstained: None*

REPORTS
1. Director's Report Executive Director Klaas *Stands as included in meeting packet, plus Executive Director Klaas highlighted the following included in her report: The State lead, work with The Whiting-Turner Contracting Company to ensure they receive the permits needed from City of The Dalles to occupy the Port property they are leasing; NW Natural's construction is nearing an end, when they are finished they will invite POTD for a tour; Reference to the links included to the State of Oregon's Prosperity Report and to the Data Center Committee Meeting; Lastly, President Coburn and Executive Director Klaas will meet to discuss the Strategic Work Session planned – a poll of the Commission showed that Friday is the best day to meet.*
2. Financial Report: June 2026 & Fiscal Year 2025-2026 Bookkeeper Toepke *Stands as included in meeting packet.*
3. The Dalles Community Outreach Team Executive Director Klaas *No meeting, no report.*
4. Columbia Gateway Urban Renewal Agency Board Commissioner Amery *No meeting, no report.*
5. Wasco County Economic Development Commission Executive Assistant Toepke *No meeting, no report; however Executive Assistant Toepke added that Lisa Farqurharson, CEO of The Dalles Area Chamber of Commerce has retired. She was replaced by Lynn Cox; accordingly, CEO Cox will fill the Chamber's seat on the Wasco County Economic Development Commission.*

COMMISSION CALL
- *Commission President Coburn will not be available to attend August's meeting and hopes that Vice-President Weast will be available to run the meeting in her absence.*
- *Commission Vice-President Weast expressed it being difficult to have properly read meeting packet material when it is received right before the meeting. Commission President Coburn responded by explaining that concerning the financial reports, it is her preference that the reports are received, even if later than the rest of the meeting packet.*
- *Commission Secretary Willer said that he appreciated Mr. McClellan's conciseness and brevity while presenting his Community Partner Update.*
- *Commission Assistant Secretary-Treasurer DeVlaeminck said that he's happy to be here!*

ADJOURN There being no further business to come before the Port Commission, *the meeting adjourned at 6:18 p.m.*

PORT OF THE DALLES:

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Staci Coburn, President
Board of Commissioners

ATTEST:

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John Willer, Secretary
Board of Commissioners

DATE APPROVED: August 12, 2026
Prepared by: Executive Assistant Toepke

MEETING DATE	August 12, 2026
REPORT ITEM J.-1.)	Director's Report Executive Director Klaas

Business Expansion, Retention and Recruitment

- State Lead: Project Station is a data center investor searching nationwide for land to buy for future data center development.
  - Approved or viable zoning pathway for data center development
    - 100+ acres of available land
    - Proximity to high-voltage transmission infrastructure (230kV or greater) or on-site generation
    - Flexible on area to support 100 or more MW within a 36–48-month timeframe
    - Proximity to a highway is beneficial
- Port Staff have been working with lessee The Whiting-Turner Contracting Company (WTCC) in their quest to obtain the permits needed from City of The Dalles for their temporary offices and parking on POTD Lot 10 and 3801 Klindt Drive.
- NW Natural construction continues to progress, and the project remains on schedule for September completion. It was noted that their contractors were parking on Port property just down the road without an agreement from the Port. Parking is tight along River Trail Way, and the Port is always willing to work with contractors on a solution, typically by leasing land as in the WTCC case above. The contractor was not interested in leasing land for parking, so staff are monitoring the situation.
- Executive Director Klaas met with Josh Chandler, Planning Director, City of The Dalles, to discuss some land use planning questions related to Industrial land use and Commercial Recreational land use questions.

Marketing & Outreach

- Executive Director Klaas joined Mark Bailey on the KIHR Mid-Columbia Today talk show.
- Executive Director Klaas spoke with Neita Cecil, a part-time reporter for Columbia Gorge News, on the waterfront redevelopment discussion for a future story.
- Executive Director Klaas virtually met with Senator Wyden and his staff, along with Mayor Mays, City of The Dalles, City Manager Klebes, and Wasco County Commission Chair Hege, to discuss a path forward for the City's watershed bill that would direct the U.S. Forest Service (USFS) to transfer 150 acres of Federal land located within City of The Dalles Watershed, to the City, so they could manage the entire watershed. During that meeting we learned that the bill (H.R. 655) was scheduled for a hearing in two days. The Port, City and County worked with CFM Advocates to get letters of support for the legislation and submit them to the committee. The hearing was held, and the Deputy Chief of USFS spoke in favor of the transfer. The next step is for the bill to be voted on. Here is his testimony: H.R. 655, "Dalles Watershed Development Act":
  - H.R. 655, "Dalles Watershed Development Act," seeks to simplify administrative requirements for the City of The Dalles, Oregon to operate its municipal reservoir. The bill would direct the Secretary of Agriculture to convey approximately 150 acres of National Forest System (NFS) Land from the Mt. Hood National Forest to the City following written request to the Secretary of Agriculture for conveyance of the land within one year of enactment of the bill. The bill would also require that the conveyance would be subject to valid existing rights, made without consideration, made by quitclaim deed, and subject to such additional terms and conditions as the Secretary of Agriculture determines to be appropriate to protect the interests of the United States. In addition, the bill would direct the exact acreage and description of the land to be conveyed to be determined by a survey satisfactory to the Secretary of Agriculture and would direct the city to pay all costs associated with the conveyance, including the costs of the survey. USDA supports H.R. 655.
  - The City of The Dalles municipal watershed includes the Crow Creek Dam and its reservoir, a portion of which is located on NFS lands in the Mt. Hood National Forest. Due to the location of the reservoir, the city currently operates under a Forest Service special use permit for operations and maintenance activities. Conveying this land would eliminate the City's need for a special use permit and the associated work for both City and Forest Service staff. Following passage of this legislation, the conveyed land would remain primarily bordered by NFS lands which are managed as The Dalles Watershed Management Unit. Mt. Hood National Forest continues to

partner closely with the City on fuels treatments to reduce the risk of catastrophic wildfires within the watershed.
    - The agency views this proposal as consistent with the City's water infrastructure upgrades and a sound course of action. The proposed acreage to be conveyed is relatively minor and serves a specific purpose to meet the City's water management goals.

POTD Marina

- Public Boat Launch Ramp
    - Fishing
        - The Northern Pikeminnow Sport-Reward Program is underway; a weigh station is in the parking lot until the weather gets too hot, then it will be moved down to Riverfront Park for some shade. Year to Date totals: 2026=82,467/2025=87,843
        - The Drain Radar Pro Team Series held their second tournament qualifier of the season on July 25th, the third one is on August 22nd. To support their schedule, POTD allows the competitors and organizers special early morning access to the Public Boat Launch Ramp Restrooms.

- Transient Guest Moorage
    - Abandoned Vessel: The Final Chapter: The $8,725.00 reimbursement was received from Oregon Department of State Lands (DSL) for the cost of removal, haul and disposal of the vessel through their Abandoned & Derelict Vessel Program. (The Port had applied for funds and was approved, before the removal, haul and disposal of the vessel.)

- Annual Boathouse and Boat Moorage
    - Following is the Annual Moorage Concessionaire Report for May-June 2026, as submitted by Angie Macnab, Owner/Operator, The Dalles Marina, LLC, and her financial report is included as *Annex 1. The Dalles Marina Profit & Loss Report July 2025-June 2026*

Items completed these last (2) quarters:

- Regular maintenance on the property and docks
- Water turned back on and hoses installed
- Fire Supression tested and repaired- seals were cracked due to weather and time
- Water treatment completed for algae
- Security camera replaced and repaired
- Customers billed for 2026-2027 Leases
- Backflow testing completed

Projects in Progress:

- Major Projects all on hold
- Diver scheduled to come level docks
- Restaining deck for office
- Redoing the roof for the office due to rust

What's going on at the Marina:

- To date there Nine boathouses for sale at the Marina.
- The Marina continues to be full, with no open slips.
- Abandoned boat on the private side of the Marina. Working on removal
- B Boathouse has completed the underneath of the new foundation with new logs and old foam has been removed.
- Working with tenants to repair and maintain property

Thank you to Jennifer and Andrea for installing the dog waste bag dispensers!

- The Dalles Yacht Club (TDYC) Fueling Station
  - POTD and TDYC Relationship
    - Current arrangement: The Port leases dock space to TDYC for $1.00/year. TDYC owns and operates the fuel system (two storage tanks installed circa 1989 in the parking lot and a fuel pump dispensing diesel and ethanol-free gasoline) under that lease.
    - Why the lease is ending: The lease terminates in September 2026 because it is tied to the required pollution liability insurance coverage POTD requires as a lease condition and TDYC Commodore notified the Port it can no longer afford to maintain that coverage.
    - For reference: *Annex 2. POTD and TDYC Lease_Apr 2006-Mar 2011; Annex 3. POTD and TDYC Lease Extension_Aug 2019-Mar 2025; Annex 4. POTD and TDYC Lease Extension_Apr 2025-Sep 2026; Annex 5. The Dalles Yacht Club_Historical Reference of Interest_1989*
  - Meeting with TDYC Commodore Richard Hoefer
    - Port Staff met with Commodore Hoefer in July per his request to meet and discuss the possibility of POTD helping TDYC with their marine fueling station. Commodore Hoefer explained that TDYC fuel sales are roughly $2,000.00+ per year and their insurance is $4,400.00, so they cannot afford to pay for the insurance. He continued to suggest that perhaps POTD could help TDYC pay for their insurance. Port Staff explained to Commodore Hoefer that POTD cannot legally pay for a private entity's insurance. Also, during the meeting, it became apparent that Commodore Hoefer did not have a clear picture of Port of The Dalles Marina ownership and operations, so Port Staff clarified that for him. Additionally, Commodore Hoefer was under the impression that the marine fuel system was owned by POTD and that TDYC was leasing it from POTD. Port Staff explained that TDYC owned the whole marine fueling system and that the lease between POTD and TDYC was only for the use of the dock space. At that point Commodore Hoefer suggested that TDYC could give the fueling system to POTD for $1.00. Port Staff explained to Commodore Hoefer that it was unlikely that POTD would take over the marine fueling station for a variety of reasons, but of course the Port is always willing to receive and listen to a proposal. Finally, Port Staff and Legal Counsel (in a separate correspondence), did explain to Commodore Hoefer that should TDYC indeed decide to cease their fuel service and close down their fueling station at POTD Marina, that they would have to decommission the whole system as per the requirements of Oregon DEQ and other related, with agreement of POTD.
  - Related Requests Received: After the above-mentioned meeting with Commodore Hoefer, the Port received two written requests, one from TDYC Commodore Hoefer, and one via Commissioner DeVlaeminck from Jeff Renard, a former TDYC Commodore. Both requests are asking POTD to assume ownership of TDYC's existing marine fuel system.

    1. TDYC Commodore Hoefer asks the Port to accept the existing fuel system and fund a card-lock upgrade, citing regional comparisons, reputational risk, and the Port's ~$60,000.00 marina improvement budget line as a potential funding source. *Annex 6. Richard Hoefer_POTD Fuel System Takeover and Card-Lock Upgrade_Jul 2026*
       - 2021 Marina Fire context: In Commodore Hoefer's letter, he attributes its financial difficulty in part to a recent (2021) marine fire, which displaced boathouses and boats. Currently The Dalles Marina LLC, operational management concessionaire for the annual boathouse and boat moorage, assesses and collects TDYC dues from all annual moorages, which are then turned over to the TDYC. This was started several years ago by The Dalles Marina LLC, to help TDYC pay for capital improvements for the club. Historically the TDYC was a member supported entity, and not every marina lessee was assessed club dues. At this time, Port Staff cannot comment on how directly the 2021 Marina Fire connects to fuel-specific revenue as opposed to overall dues income.
    2. Jeff Renard, former TDYC Commodore: Asks the Port to take ownership and pursue an Oregon State Marine Board (OSMB) infrastructure grant to fund acquisition and upgrade, citing regional boat traffic estimates that Mr. Renard identifies himself as unverified working assumptions. Mr. Renard also recommends that the tanks and fuel system be evaluated for their condition and code compliance. Port Staff agree that the fuel system should be evaluated on a regular schedule and accordingly compiled a compliance checklist found in the next section. *Annex 7. Jeff Renard_Proposed POTD Acquisition of Marine Fueling System_Jul 2026*

- Relevant background on Mr. Renard: Mr. Renard manages the Columbia Gorge Regional Airport (CGRA), which includes all fueling operation and services, and while he was TDYC Commodore, he requested on more than one occasion that the Port pursue a marina fuel grant, specifically to upgrade the current fuel station to a cardlock system. But historically, the Commission has not been interested in sharing management of or taking over the fueling station. Mr. Renard's operational fuel-handling experience is a genuine asset the Port could draw on should that be needed.

- Compliance Checklist
  - The following consolidates the certifications, inspections, and plans that should be confirmed along with an estimate of the annual or one-time associated costs.
  - Note: The tanks are reported to be on ground, concrete-encased structures rather than fully buried, with fuel lines running underground from the tanks, beneath the marina gangway, and along the dock to the pump. Whether this system is legally classified as an underground storage tank (UST) or an aboveground storage tank (AST) depends on a federal determination test. If the combined volume of the tanks and any connected underground piping is 10% or more below the surface the system is considered underground storage and the UST column below applies, otherwise it is an above ground system, and the AST column applies. Item 1 below addresses that determination.

#	Requirement	Applies To	UST	AST	Estimated Annual Cost	Action Needed
1	Written determination of underground storage tank vs. aboveground storage tank classification, based on tank capacity and underground piping volume (10% combined-volume test)	Tanks & piping				Request a written applicability determination from the Oregon Department of Environmental Quality before relying on items 2–4 below; the buried piping run to the gangway and dock is relevant to this test
2	Oregon Department of Environmental Quality underground storage tank registration and 1998 upgrade compliance history	Tanks & piping	Yes	No	~$150–$300/yr (state registration/compliance fee, both tanks)	Pull Facility ID and compliance record via the Oregon Department of Environmental Quality's online portal ("Your DEQ Online") if classified as underground storage tank
3	Underground storage tank operator certification (Class A, B, and C, Oregon Administrative Rules 340-150)	Site operator	Yes	No	~$50–$150/yr (amortized training/renewal)	Confirm current certified operator; designate a new one if ownership/operations change; not applicable if reclassified as aboveground storage tank

4	Underground storage tank financial responsibility documentation	Owner	Yes	No	$500–$1,500/yr	Confirm mechanism meets required per-occurrence coverage; not applicable if reclassified as aboveground storage tank, though general pollution liability insurance is still required
5	Pollution liability insurance	Owner/operator	Yes	Yes	$4,000–$6,000/yr	Confirm current terms, cost, and whether coverage lapses with the September lease expiration
6	Oregon Department of Agriculture Weights and Measures meter license	Each dispenser/product	Yes	Yes	$200–$500/yr	Confirm current license status and date of last field calibration test
7	Spill Prevention, Control, and Countermeasure Plan (Title 40, Code of Federal Regulations, Part 112)	Site	Partial	Yes	One-time preparation ~$1,500–$3,000; ~$200–$500/yr to review/update	Confirm whether a written plan exists; typically required for aboveground tanks and components, and may still apply to aboveground piping/dispenser even if tanks are classified underground, given proximity to the Columbia River
8	State Fire Marshal underground storage tank or aboveground storage tank permit	Site	Yes	Yes	$150–$300/yr	Confirm current permit status; permitting track differs depending on underground storage tank or aboveground storage tank classification
9	Oregon Department of Transportation fuel tax and dealer status	Fuel purchasing	Yes	Yes		Confirm fuel is purchased tax-paid; confirm no dealer-level filing obligation applies
12	Spill contingency plan and spill kit	Site	Yes	Yes	One-time ~$500–$1,500 to prepare/equip; ~$100–$200/yr restocking	Confirm current plan exists and is accessible

13	Cathodic protection and piping integrity testing records	Tanks & piping	Yes	Partial	$250–$500/yr (amortized; tested every 1–3 years)	Request most recent test records from current owner; applies to the piping only — not the tanks themselves — if reclassified as aboveground storage tank; the underground piping run to the dispenser likely still needs this regardless of tank classification
15	Oregon State Marine Board grant eligibility determination (ownership vs. site control)	Funding strategy	Yes	Yes	Staff time only (no direct cost)	Confirm directly with the Oregon State Marine Board whether long-term lease/control — short of fee ownership — satisfies sponsor eligibility

- July 2026 Oregon Ports Marine Fuel Survey
    - The following survey shows that among the 21 Oregon Port Districts (plus Douglas County's Salmon Harbor) surveyed, 12 currently offer marine fuel. None of those relies on the model TDYC is proposing for the Port. Of the 12 facilities currently offering marine fuel, none have taken ownership of aging, revenue-negative private equipment without either requiring the private party to fund replacement equipment first or securing a lease/flowage-fee arrangement that generates net revenue to the Port. Two Ports (Umatilla and Columbia County) discontinued marine fuel service entirely after finding it financially unsustainable. The most common and best-performing arrangements instead keep equipment ownership and day-to-day liability with a private operator while the Port collects lease and/or per-gallon revenue.
    - Survey data at a glance
        - Ports surveyed: 21 Oregon Port Districts, plus Douglas County's Salmon Harbor marina (included for comparison since Port of Umpqua has no marina of its own)
        - Currently offer marine fuel: 12 of 22 facilities (Coos Bay, Arlington, Astoria, Bandon, Brookings Harbor, Garibaldi, Gold Beach, Hood River, Newport, Siuslaw, The Dalles, and Salmon Harbor)
        - Do not currently offer fuel: Alsea, Cascade Locks, Coquille River, Morrow, Nehalem, Port Orford, Toledo (status not fully reported)
        - Discontinued fuel service: Umatilla and Columbia County both removed or closed their systems, both citing poor economics

Oregon Ports Marine Fuel Survey July 2026

		Offer Marine Fuel		Fuel System Owned by Port?		Port Operated?		Notes
International Port of Coos Bay	✓	Yes			No		No	Port entered into an agreement with a fuel operator who replaced the outdated equipment and now leases it back from the Port and operates and maintains the system. Port receives monthly lease payment as well as a monthly fuel flowage fee. Lease term is 25 years.
Port of Alsea	✓		No	—	—	—	—	
Port of Arlington	✓	Yes		Yes		Yes		Port staff operate RV park and marine fuel. RV park is adjacent to the marine fuel. Also have on-shore fuel dispensing for non-ethanol fuel. All electronics for the fuel monitoring and dispensing is located in a Port building adjacent to the marina.
Port of Astoria	X	Yes		Yes			No	Private operator. Port receives a fuel flowage fee based on fuel sold.
Port of Bandon	✓	Yes		Yes			No	Private operator with business adjacent to the fuel. Contracts with Port and operates the dispensing. Port gets a few cents per gallon dispensed.
Port of Brookings Harbor	X	Yes		Yes		Yes		Port staff operate - customers call a phone number for fuel, would like to have a private operator. They sell 250,000gal of diesel and about 10,000gal of gas, primarily to commercial fishing fleet. Margins: $0.58/gal diesel, $1.30/gal premium. Annual maintenance contracted out to a petroleum company to change filters, inspect tanks and fuel pumps. Commercial fishing fleet and 502 moorage slips. Break even operation.
Port of Cascade Locks	✓		No	—	—	—	—	
Port of Columbia County	✓		No	—	—	—	—	Had fuel, removed it
Port of Coquille River	X		No	—	—	—	—	
Port of Garibaldi	✓	Yes			No		No	Two fuel docks that are privately operated. Operator leases land and dock space from Port.
Port of Goldbeach	✓	Yes		Yes		Yes		
Port of Hood River	X	Yes		Yes			No	Port maintains equipment, operator (Shell) purchases fuel and handles dispensing. Port receives a few cents per gallon dispensed. 160 slips
Port of Morrow	✓		No	—	—	—	—	
Port of Nehalem	✓		No	—	—	—	—	
Port of Newport	X	Yes		Yes			No	Port owns equipment which is then rented to a private operator. DEQ is requiring that they upgrade all of their fuel tanks so they are evaluating how to approach this. Port receives a 3% fuel fee based on gallons sold. Commercial fishing fleet and 550 moorage slips
Port of Port Orford	✓		No	—	—	—	—	
Port of Siuslaw	✓	Yes		Yes		Yes		Port maintenance crew does the refueling. Port operates campground and adjacent marina facilities. Commercial fishing fleet and recreational moorage.
Port of The Dalles		Yes			No		No	All fueling equipment owned and operated by Yacht Club on dock space leased to the club by the Port.
Port of Toledo	X							
Port of Umatilla	✓		No	—	—	—	—	Had a system in the past, closed it. "Money losing headache"
Port of Umpqua*	✓		No	—	—	— –	—	Port of Umpqua does not have a marina. Douglas County runs the local marina Salmon Harbor*.
****Douglas County Salmon Harbor***		Yes			No		No	Salmon Harbor is a 375-slip coastal marina in Winchester Bay, operated by Douglas County. Most of the fuel customers are recreational and sport-fishing boats, but they also serve guides, charter operators, visiting vessels, and a local commercial fleet of around 20 boats. The marina is part of a larger operation that also includes an RV resort, dry camping, cabins, commercial waterfront leases, and public recreation facilities. Gross sales $400,000 annually which goes back into purchasing fuel, staff time, inspections, maintenance, and environmental compliance. Because fuel is stored and transferred immediately next to navigable waters, they are subject to the federal Spill Prevention, Control, and Countermeasure requirements under 40 CFR Part 112. They maintain an SPCC Plan covering spill prevention, inspections, containment, staff procedures, documentation, and emergency response.

- Ownership and Operating Models
  - The 12 active fuel operations split into four structural patterns, ranked here from highest to lowest ownership/liability burden on the Port:

Model	Ports Using This Model	How It Works
Port owns & operates	Arlington, Brookings Harbor, Gold Beach, Siuslaw	Port staff run the fuel dock directly, own the tanks/dispensers, and keep all revenue. Highest control, highest liability and staffing burden.
Port owns; private party operates	Astoria, Bandon, Newport, Hood River	Port owns and typically maintains the equipment; a private operator purchases fuel, staffs dispensing (or the pump is unattended), and pays the Port a per-gallon flowage fee or lease.
Private party owns & operates; leases dock/land from Port	Garibaldi, The Dalles (current)	Private company or club owns the tanks and pump outright and leases the dock footprint from the Port. Port has no equipment liability but also collects only ground rent, not fuel revenue.
Private operator owns equipment; leases it back to Port for a share of revenue	Coos Bay	Port entered a 25-year agreement with a fuel operator who funded replacement of the outdated equipment; the operator now leases the site back from the Port and operates/maintains the system. Port receives a monthly lease payment plus a fuel flowage fee — revenue without equipment liability or capital cost.
Discontinued	Umatilla; Columbia County	Both Ports previously offered fuel and shut the service down. Umatilla's fuel manager described it as a “money losing headache.”

- Revenue mechanisms in use
  - Where Ports do not operate the fuel dock themselves, they still generate revenue from it. Every third-party arrangement in the survey includes a lease payment, a flowage fee, a per-gallon fee, or some combination:

Port	Revenue Mechanism to Port
Coos Bay	Monthly lease payment + monthly fuel flowage fee (25-year term)
Astoria	Fuel flowage fee based on gallons sold
Bandon	A few cents per gallon dispensed

Hood River	A few cents per gallon dispensed (operator: Shell); 160 boat slips
Newport	3% fuel fee based on gallons sold
Garibaldi	Land/dock lease payment from operator (two fuel docks)
The Dalles (current)	Dock-space lease payment ($1.00/year) from the Yacht Club only — no fuel-volume revenue to the Port

- Estimated Cost of Port-Operated Fuel Service
  - The following is a planning-level estimate of what it would cost the Port to operate this fuel system directly, consistent with the compliance and staffing realities discussed throughout this memo. These are rough figures based solely on industry standards.

Cost Item	Low	High	Notes
Pollution liability insurance	$4,000	$6,000	Current Yacht Club cost is the floor; public-entity policy could run higher
Storage tank financial responsibility coverage	$500	$1,500	Separate from general pollution liability
Tank/leak detection monitoring & testing	$500	$1,500	Annual compliance testing, monitoring system upkeep
Cathodic protection testing	$250	$500	Amortized; typically tested every 1–3 years
Oregon Department of Agriculture Meter License & calibration	$200	$500	Per product/dispenser face
Fire marshal permit	$150	$300	Annual/renewal
Routine maintenance contract	$2,000	$5,000	Filters, inspections, service calls — contracted out, per regional comparables
Staff travel/oversight time	$2,500	$6,000	Real opportunity cost for a 2-person Port with no on-site presence
Capital reserve for future replacement	$1,000	$3,000	Straight-line reserve, separate from any grant-funded initial upgrade

Total estimated annual operating cost	~$11,100	~$24,300	

- Current Fuel Sales Volume
    - As a rough example, at the current retail price of approximately $6.50/gallon, and fuel receipts of $2,000.00, TDYC has dispensed approximately 300 gallons of fuel to date this year.
- Break-Even Analysis
    - The Port evaluates its business units on a break-even basis. Using a blended fuel margin of approximately $1.00/gallon (consistent with regional comparables), the volume required to break even at each cost scenario is as follows:

Cost Scenario	Annual Gallons Needed to Break Even
Low ($11,500/yr)	~11,500 gallons
Mid ($18,000/yr)	~18,000 gallons
High ($25,500/yr)	~25,500 gallons

- Public Comment or Question 3-minute limit per person per subject
    - TDYC Commodore Richard Hoefer
        - *Annex 6. Richard Hoefer_POTD Fuel System Takeover and Card-Lock Upgrade_Jul 2026*

PORT OF THE DALLES AGENDA ITEM

MEETING DATE August 12, 2026

REPORT ITEM J.-2.) Financial Report: July 2026 Bookkeeper Toepke

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July 2026

- Savings Accounts
  - Oregon State Treasury Short Term Fund's interest rate held at 4.00% (July 2025: 4.60%)
  - First Interstate Bank Money Market's interest rate held at 3.71% (July 2025: 4.23%)
- Profit & Loss Budget vs Actual Reports by Fund Line items are as expected for the 1st month of FY 2026-2027
- Uncommon Income & Expense
  - General Fund
    - Income
      - $300,000.00 in Transfer from Other Funds, Port Development Fund: At the beginning of each fiscal year the General Fund receives a budgeted transfer from the Port Development Fund for its share of operational expenses.
      - $8,725.00 in Other Income-Uncategorized: Total reimbursement (grant funds) for removal, haul, dissemble, test and dispose of, abandoned vessel in The Dalles Marina.
    - Expense
      - $2,000.00 in Material & Services, Maintenance-Supplies & Services: Recondition rock trail behind Port Administrative Office.
  - Port Development Fund
    - Expense
      - In Materials & Services, Contracted Services:
        - $8,000.00 monthly payment for federal advocacy cost sharing IGA with Wasco County & City of The Dalles; $5,333.34 to be reimbursed.
        - $48,750.00 progress payment for the POTD Marina Facility Assessment Condition Report Project (1st payment was made from the General Fund.)
      - $300,000.00 in Transfers & Contingency, Transfer to Other Funds, General Fund: At the beginning of each fiscal year the Port Development Fund makes a budgeted transfer for its share of operational expenses to the General Fund.

Fiscal Year 2025-2026: Agreed-Upon Procedures (AUP) Report

- In 2024 House Bill 2110 (2023) amended ORS 297.435 to replace mid-level review reports with AUP Reports for eligible entities. At that time, RTO & Company (RTO) introduced the Port to this bill as the Port was eligible to replace our Audit Report with an AUP Report. That said RTO were not going to offer AUP's for that first year, as it became effective 6 months into that current fiscal year, and the exact parameters of the AUP Reporting were not clear yet.
- In 2025, RTO once again reminded Port Staff that the Port qualified to submit an AUP Report instead of an Audit Report, but RTO had decided against adding AUP Reports as a service, as they were already working at capacity, so as not to take on a new system. Port Staff decided against going out for an RFP and engaged with RTO for another Audit Report.
- Fast forward to 2026, RTO & Company merged with Sorren: RTO & Company - Sorren RTO Staff that Port Staff worked with on the Audit Reports for many years, are now only doing taxes moving forward - other Sorren Staff are assigned to the Port for audit services.
- RTO Staff was very accommodating and helpful during the introduction stage and through Port Staff's decision-making process of whether to do another Audit Report this year or switch to an AUP Report. After much discussion and continued recommendation from Sorren - that as an AUP Report is an available option for the Port and should save time and money (roughly $6,000-8,000.00), why not try it. Accordingly, Port Staff decided to do an AUP Report for Fiscal Year 2025-2026. But not before confirming that an AUP Report is acceptable for State and Federal funding – it is, and that the Port could easily decide to go back to an Audit Report should they wish to do so in the future – we can.

- Further Background reference AUP Reports
  - Special Districts Association of Oregon (SDAO) support House Bill 2110: Municipal Audit Law Update - Special Districts Association of Oregon
  - Oregon Secretary of State Administrative Rules-Audits Division: Minimum Standards for Agreed Upon Procedures of Oregon Municipal Corporations
  - Agreed-Upon Procedures (AUP): Summary, Guidance & FAQ | Oregon Secretary of State | State of Oregon

Cash Basis

PORT OF THE DALLES

Balance Sheet by Class

As of July 31, 2026

	General Fund	Marina Fund	Port Development Fund	Unclassified	TOTAL
ASSETS					
Current Assets					
Checking/Savings					
FIB Checking					
General Fund	30,228.32	0.00	0.00	0.00	30,228.32
Marina Fund	0.00	1,275.11	0.00	0.00	1,275.11
Port Development Fund	0.00	0.00	6,935.31	0.00	6,935.31
Total FIB Checking	30,228.32	1,275.11	6,935.31	0.00	38,438.74
FIB Money Market					
General Fund	51,535.34	0.00	0.00	0.00	51,535.34
Marina Fund	0.00	1,143.33	0.00	0.00	1,143.33
Port Development Fund	0.00	0.00	25,566.15	0.00	25,566.15
Total FIB Money Market	51,535.34	1,143.33	25,566.15	0.00	78,244.82
LGIP					
General Fund	1,902,085.07	0.00	0.00	0.00	1,902,085.07
Marina Fund	0.00	63,920.56	0.00	0.00	63,920.56
Port Development Fund	0.00	0.00	5,876,674.89	0.00	5,876,674.89
Total LGIP	1,902,085.07	63,920.56	5,876,674.89	0.00	7,842,680.52
Petty Cash	66.28	28.48	55.24	0.00	150.00
Total Checking/Savings	1,983,915.01	66,367.48	5,909,231.59	0.00	7,959,514.08
Total Current Assets	1,983,915.01	66,367.48	5,909,231.59	0.00	7,959,514.08
TOTAL ASSETS	1,983,915.01	66,367.48	5,909,231.59	0.00	7,959,514.08
LIABILITIES & EQUITY					
Liabilities					
Current Liabilities					
Other Current Liabilities					
Payroll Liabilities	-630.58	0.00	0.00	0.00	-630.58
Total Other Current Liabilities	-630.58	0.00	0.00	0.00	-630.58
Total Current Liabilities	-630.58	0.00	0.00	0.00	-630.58

PORT OF THE DALLES

Balance Sheet by Class

As of July 31, 2026

	General Fund	Marina Fund	Port Development Fund	Unclassified	TOTAL
Total Liabilities	-630.58	0.00	0.00	0.00	-630.58
Equity					
Unrestricted Net Assets	1,683,639.21	66,148.03	6,247,092.56	0.00	7,996,879.80
Net Income	300,906.38	219.45	-337,860.97	0.00	-36,735.14
Total Equity	1,984,545.59	66,367.48	5,909,231.59	0.00	7,960,144.66
TOTAL LIABILITIES & EQUITY	1,983,915.01	66,367.48	5,909,231.59	0.00	7,959,514.08

PORT OF THE DALLES

Profit & Loss Budget vs. Actual-GENERAL FUND

July 2026 through June 2027

	Jul '26 - Jun 27	Budget	% of Budget
Ordinary Income/Expense			
Income			
Beginning Fund Balance	0.00	1,597,882.00	0.0%
Interest from Earnings	5,976.92	55,926.00	10.69%
Other Resources			
Fire Emergency-Insurance/Other	0.00	507,301.00	0.0%
Grants	0.00	1,644,000.00	0.0%
Launch Ramp & Transient Moorage	575.00	4,000.00	14.38%
Leased Land & Facilities	17,190.00	150,000.00	11.46%
Loan Repayments	0.00	0.00	0.0%
Other Income-Uncategorized	14,912.94	20,000.00	74.57%
Total Other Resources	32,677.94	2,325,301.00	1.41%
Previously Levied Taxes	1,442.88	7,000.00	20.61%
Property Taxes	3,963.53	476,196.00	0.83%
Transfer from Other Funds			
Port Development Fund	300,000.00	300,000.00	100.0%
Total Transfer from Other Funds	300,000.00	300,000.00	100.0%
Total Income	344,061.27	4,762,305.00	7.23%
Gross Profit	344,061.27	4,762,305.00	7.23%
Expense			
Capital Outlay			
Facilities & Equipment	0.00	250,000.00	0.0%
Launch Ramp & Transient Moorage	0.00	1,500,000.00	0.0%
Total Capital Outlay	0.00	1,750,000.00	0.0%
Material & Services			
Accounting & Audit	0.00	15,000.00	0.0%
Contracted Services	2,658.15	85,000.00	3.13%
Dues & Memberships			
Bank Fees	27.15	0.00	100.0%
Dues & Memberships - Other	4,016.52	50,000.00	8.03%
Total Dues & Memberships	4,043.67	50,000.00	8.09%
Insurance-Property & Liability	0.00	45,000.00	0.0%
Launch Ramp & Transient Moorage	1,675.20	75,000.00	2.23%
Legal	376.40	20,000.00	1.88%
Maintenance-Supplies & Services	1,775.72	20,000.00	8.88%
Office Supplies & Equipment	86.11	50,000.00	0.17%
Travel, Education & Meetings	294.52	40,000.00	0.74%
Utilities	1,091.68	20,000.00	5.46%
Total Material & Services	12,001.45	420,000.00	2.86%

PORT OF THE DALLES
Profit & Loss Budget vs. Actual-GENERAL FUND
July 2026 through June 2027

	Jul '26 - Jun 27	Budget	% of Budget
Personal Services			
Taxes & Benefits			
Insurance	6,560.93	0.00	100.0%
Payroll Tax Expense	1,556.11	0.00	100.0%
PERS	2,738.70	0.00	100.0%
Taxes & Benefits - Other	0.00	175,000.00	0.0%
Total Taxes & Benefits	10,855.74	175,000.00	6.2%
Wages & Salaries	20,297.70	350,000.00	5.8%
Total Personal Services	31,153.44	525,000.00	5.93%
Transfers & Contingency			
General Operating Contingency	0.00	100,000.00	0.0%
Transfer to Other Funds			
Port Development Fund	0.00	1,000,000.00	0.0%
Transfer to Other Funds - Other	0.00	0.00	0.0%
Total Transfer to Other Funds	0.00	1,000,000.00	0.0%
Total Transfers & Contingency	0.00	1,100,000.00	0.0%
Total Expense	43,154.89	3,795,000.00	1.14%
Net Ordinary Income	300,906.38	967,305.00	31.11%
Net Income	300,906.38	967,305.00	31.11%

PORT OF THE DALLES

Profit & Loss Budget vs. Actual-MARINA FUND

July 2026 through June 2027

	Jul '26 - Jun 27	Budget	% of Budget
Ordinary Income/Expense			
Income			
Beginning Fund Balance	0.00	65,689.00	0.0%
Interest from Earnings	219.45	2,299.00	9.55%
Other Resources			
Fire Emergency-Insurance/Other	0.00	507,301.00	0.0%
Total Other Resources	0.00	507,301.00	0.0%
Total Income	219.45	575,289.00	0.04%
Gross Profit	219.45	575,289.00	0.04%
Expense			
Capital Outlay			
Fire Emergency	0.00	0.00	0.0%
Infrastructure Improvements	0.00	0.00	0.0%
Total Capital Outlay	0.00	0.00	0.0%
Debt Service	0.00	0.00	0.0%
Material & Services			
Contracted Services	0.00	60,000.00	0.0%
Total Material & Services	0.00	60,000.00	0.0%
Transfers & Contingency			
General Operating Contingency	0.00	0.00	0.0%
Transfer to Other Funds			
General Fund	0.00	507,301.00	0.0%
Total Transfer to Other Funds	0.00	507,301.00	0.0%
Total Transfers & Contingency	0.00	507,301.00	0.0%
Total Expense	0.00	567,301.00	0.0%
Net Ordinary Income	219.45	7,988.00	2.75%
Net Income	219.45	7,988.00	2.75%

PORT OF THE DALLES

Profit & Loss Budget vs. Actual-PORT DEVELOPMENT FUND

July 2026 through June 2027

	Jul '26 - Jun 27	Budget	% of Budget
Ordinary Income/Expense			
Income			
Beginning Fund Balance	0.00	6,216,205.00	0.0%
Interest from Earnings	21,102.57	217,567.00	9.7%
Other Resources			
Grants	0.00	2,000,000.00	0.0%
Land Sales & Contract Interest			
V&G	0.00	0.00	0.0%
Land Sales & Contract Interest - Other	0.00	1,500,000.00	0.0%
Total Land Sales & Contract Interest	0.00	1,500,000.00	0.0%
Loan Repayments			
City of Dufur			
Interest	0.00	0.00	0.0%
Principal	0.00	0.00	0.0%
City of Dufur - Other	0.00	19,546.00	0.0%
Total City of Dufur	0.00	19,546.00	0.0%
Total Loan Repayments	0.00	19,546.00	0.0%
Other Income-Uncategorized	111.22	2,000,000.00	0.01%
Total Other Resources	111.22	5,519,546.00	0.0%
Transfer from Other Funds			
General Fund	0.00	1,000,000.00	0.0%
Total Transfer from Other Funds	0.00	1,000,000.00	0.0%
Total Income	21,213.79	12,953,318.00	0.16%
Gross Profit	21,213.79	12,953,318.00	0.16%
Expense			
Capital Outlay			
Land Acquis, Develop & Improve	0.00	8,000,000.00	0.0%
Total Capital Outlay	0.00	8,000,000.00	0.0%
Debt Service	0.00	0.00	0.0%
Material & Services			
Accounting & Audit	0.00	15,000.00	0.0%
Contracted Services	59,074.76	500,000.00	11.82%
Land Sale Costs	0.00	150,000.00	0.0%
Legal	0.00	10,000.00	0.0%
Travel, Market Promo & Meetings	0.00	25,000.00	0.0%
Total Material & Services	59,074.76	700,000.00	8.44%
Special Payments			
Other Partnership Projects	0.00	2,000,000.00	0.0%
Total Special Payments	0.00	2,000,000.00	0.0%

	Jul '26 - Jun 27	Budget	% of Budget
Transfers & Contingency			
General Operating Contingency	0.00	200,000.00	0.0%
Transfer to Other Funds			
General Fund	300,000.00	300,000.00	100.0%
Total Transfer to Other Funds	300,000.00	300,000.00	100.0%
Total Transfers & Contingency	300,000.00	500,000.00	60.0%
Total Expense	359,074.76	11,200,000.00	3.21%
Net Ordinary Income	-337,860.97	1,753,318.00	-19.27%
Net Income	-337,860.97	1,753,318.00	-19.27%

PORT OF THE DALLES AGENDA ITEM

MEETING DATE August 12, 2026

REPORT ITEM J.-3.) The Dalles Community Outreach Team Executive Director Klaas

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- The Port organized a community tour and meeting with representatives from CFM Advocates, Naseem Mehyar, Kirby Garrett and David Hodges. In attendance at the meeting were: representative(s) from the Port, City of The Dalles, Wasco County, Mid-Columbia Economic Development District, and Columbia Gorge Community College.
- The Washington, D.C. trip meetings will be September 14-16, 2026, and will be scheduled by CFM Advocates. This trip will include meetings with legislators as well as agencies (possibilities include U.S. Department of Transportation, U.S. Army Corps of Engineers, U.S. Forest Service, U.S. Environmental Protection Agency, and potentially the U.S. Department of Transportation Maritime Administration and U.S. Economic Development Administration.
- Projects and policies are being finalized now but could include H.R. 655 The Dalles Watershed Development Act, wildfire discussion, Secure Rural Schools (SRS) funding, Payment in Lieu of Taxes (PILT) funding, airport incubator project, public safety radio equipment, City of The Dalles water treatment facility project, Wasco County bridge replacement, POTD waterfront projects (wharf, public boat launch, etc.).
- One goal of this trip is to lay the groundwork for Congressional Directed Spending (CDS) requests that will become available in the spring.

MEETING DATE August 12, 2026

- *Annex 1. The Dalles Marina Profit & Loss Report July 2025-June 2026*
- *Annex 2. POTD and TDYC Lease_Apr 2006-Mar 2011*
- *Annex 3. POTD and TDYC Lease Extension_Aug 2019-Mar 2025*
- *Annex 4. POTD and TDYC Lease Extension_Apr 2025-Sep 2026*
- *Annex 5. The Dalles Yacht Club_Historical Reference of Interest_1989*
- *Annex 6. Richard Hoefer_POTD Fuel System Takeover and Card-Lock Upgrade_Jul 2026*
- *Annex 7. Jeff Renard_Proposed POTD Acquisition of Marine Fueling System_Jul 2026*

The Dalles Marina
Profit & Loss
July 2025 through June 2026

		Jul '25 - Jun 26
Ordinary Income/Expense		
Income		
Moorage Fee		171,396.25
Total Income		171,396.25
Expense		
Accounting Fees		830.00
Background Checks		384.00
Bank Service Charge		32.00
Contracted Services		4,000.00
Credit Card Fee		11,119.22
Insurance Expense		3,202.37
Landscaping and Groundskeeping		721.98
Maintenance and Supplies		
Asset for Port	1,680.00	
Maintenance and Supplies - Other	6,197.39	
Total Maintenance and Supplies		7,877.39
Office Supplies		196.00
Professional Fees		
legal Fees	2,799.00	
Website	190.00	
Total Professional Fees		2,989.00
Repairs and Maintenance		7,374.34
Taxes		33,888.00
Utilities		
Electricity	3,399.99	
Garbage	4,487.90	
Internet	660.00	
Water	12,310.14	
Total Utilities		20,858.03
Total Expense		93,472.33
Net Ordinary Income		77,923.92
Net Income		**77,923.92**

AGREEMENT

THIS AGREEMENT made and entered into this 14 day of April, 2006, by and between PORT OF THE DALLES, a municipal corporation of the State of Oregon, hereinafter referred to as the "Lessor", and THE DALLES YACHT CLUB, an Oregon nonprofit corporation, hereinafter referred to as "Lessee".

WITNESSETH:

1. Lessor does hereby rent and lease unto Lessee the spaces and areas now situated in the Port of The Dalles Marina, containing one combination above-ground gasoline-diesel storage tank, gasoline pump and pump house and related pumps, pipes and piping relating thereto [said equipment being owned by Lessee],

TO HAVE AND TO HOLD the above rented and leased spaces for a term commencing April 1, 2006 and ending March 31, 2011.

All prior oral agreements between the parties relating to the fuel tank, pipes and gasoline pumps are hereby merged into and replaced by this Agreement.

2. At the beginning of each year during the original term hereof, Lessee shall pay as rental for said spaces and areas, and for the right to operate the power boat fuel pumping facility at the Port of The Dalles Marina, the sum of ONE AND NO/100 DOLLARS ($1.00). All rentals shall be payable to the Port of The Dalles, 3636 Klindt Drive, The Dalles, Oregon, 97058.

3. The Lessee shall use the rented spaces and areas during the term of this Agreement for the installation, maintenance and operation of an above ground power boat fuel storage tank and pumping station. The Lessee shall not make any unlawful, improper or offensive use of said spaces and areas rented and it will not permit any objectionable noise, or odor or "hazardous material" to escape or to be emitted from said spaces and areas. As used herein, the term "hazardous material" means any hazardous or toxic substance, material, or waste, including, but not limited to, those substances, materials, and wastes listed in the United States Department of Transportation Hazardous Materials Table (49 CFR 172.101) or by the United States Environmental Protection Agency as

hazardous substances (40 CFR Part 302) and amendments thereto, such designation of same by the Oregon Department of Environmental Quality (State of Oregon), petroleum products, fuel, boat fuel, and such other substances, materials, and wastes that are or become regulated under any applicable local, state, or federal law. Lessee shall comply at Lessee's own expense, with all laws and regulations of any municipal, county, state, federal and other public authority respecting the use of said rented spaces and areas. Lessee specifically represents and warrants to the Lessor that the Lessee's use of the spaces and areas rented herein will be in full compliance with all federal, state, and local statutes, ordinances, rules, regulations, and other laws pertaining to "hazardous materials" as defined above.

4. In the event Lessee is unable to obtain all permits and/or licenses necessary to install, operate and maintain the necessary tank, pumps, piping and other equipment herein described in a safe, responsible and lawful manner, then Lessor and/or Lessee may, at either's option, terminate this Agreement. In the event of expiration or earlier termination of this Agreement, Lessee shall be required to remove from the areas and spaces rented its fuel storage tank, fuel delivery piping and pumps and leave said areas and spaces free of all contamination and/or pollution and in a manner approved by Lessor and all governmental regulatory agencies and entities.

5. Lessee shall not sell, assign or transfer its interest in this Agreement. Any attempt to do so, or purported transfer, renders this Agreement terminated, but all duties and responsibilities required of Lessee at the termination of the Agreement remain operative and binding upon Lessee.

6. Lessee shall pay when due during the term of this lease all PUD charges for the operation and maintenance of the fuel delivery system described herein.

7. Lessee shall maintain and repair all of its equipment and Lessor shall have no duty or obligation to make any repairs, alterations or improvements to said fueling system.

8. Lessee acknowledges the contents of the report of Century West Engineering, dated February 20, 1990 and July 20, 1990 which report stated that the areas surrounding a previously buried underground gasoline storage tank owned by Lessee had contaminated the soil. Lessee

warrants that it has taken the appropriate steps with DEQ to take care of said contamination and will be responsible for the same, indemnifying and holding the Port of The Dalles harmless therefrom.

9. Lessee agrees to save and hold harmless and indemnify Lessor from and against any and all loss, damages, claims, suits, or action at law, judgments and costs, including attorney fees, which may arise or grow out of any injury to or death of persons, or damages to property, caused by, arising from or in any manner connected with the exercise of any right granted or conferred hereby, or the use, maintenance and operation or condition the fuel storage and dispensing facilities described herein. This indemnification specifically includes, but is not limited by, any claim, demand, penalty, fee, lien, damage, loss, expense, or liability resulting from (a) any breach of the representations or warranties made by it in paragraph 3 above, including attorney's fees and costs of, or in preparation for, any administrative or judicial proceeding or appeal review; (b) the contamination by "hazardous materials" of the spaces and areas rented or any other properties directly or indirectly resulting from any activity on the rented spaces and areas; and (c) the contamination by "hazardous materials" of the spaces and areas rented herein or other properties directly or indirectly resulting from any activities that occurred on the areas and spaces rented prior to the execution of this agreement by the parties.

10. Lessor and its agents shall have the right to inspect the rented spaces and areas described herein at any time to determine whether Lessee is complying with the terms of this Agreement. If Lessee is not in compliance with this Agreement, Lessor shall have the right to immediately remedy any non-compliance and/or contamination caused by Lessee, and to have Lessee reimburse Lessor for its costs, expenses, damages, and expenditures in doing so.

11. The Lessee further agrees at all times during the term of this Agreement, at its own expense, to maintain, keep in effect, furnish and deliver to the Lessor a commercial general liability insurance policy in form and with an insurer satisfactory to the Lessor, insuring both the Lessor and Lessee against all liability for damages to person or property in or about the rented spaces and areas herein; the amount of said liability insurance shall have policy limits not be less than $1,000,000.00

per occurrence and $2,000,000.00 annual aggregate for loss arising out of bodily injury, personal injury, and/or property damage. Such insurance shall be general liability (occurrence version) insurance and shall cover all risks directly or indirectly out of Lessee's activities on or any condition of the spaces and areas herein let whether or not related to an occurrence caused or contributed to by Lessor's negligence. Annually, Lessee will cause a certificate of such insurance to be provided to Lessor.

12. Lessee shall obtain and maintain a pollution liability insurance policy, covering the release of hazardous materials on or below the surface of the rented spaces and areas and surrounding premises thereof including on and in the waters of the Columbia River within and without the Port of The Dalles Marina, and covering any environmental pollution and/or contamination on the leased areas and spaces and adjacent property caused by pollution and/or contaminants migration off of the leased areas and spaces and/or by the activities of Lessee on, about or adjacent to the leased areas and spaces under this Agreement, with liability limits of not less than $1,000,000.00. Lessor shall be named as an additional insured on that policy. If the policy is a "claims made policy", Lessee shall be required to purchase "tail" coverage under said policy, providing coverage for a period of one (1) year from the events of cancellation/non-renewal, and termination of Lease. Annually, Lessee will cause a certificate of such insurance to be provided to Lessor.

13. Except as otherwise provided for termination of this Agreement in Paragraphs 4 and 5 above, if the Lessee shall be in arrears in the payment of said rent for a period of thirty (30) days after the same becomes due, or if the Lessee shall fail or neglect to do, keep, perform or observe any of the covenants and agreements contained herein on Lessee's part to be done, kept, performed and observed, and such default shall continue for thirty (30) days after written notice of said failure or neglect shall be given to Lessee, or if the Lessee shall be declared bankrupt or insolvent according to law, or if any assignment of Lessee's property shall be made for the benefit of creditors, or if on the expiration of this Agreement Lessee fails to surrender possession of said rented spaces and areas,

then in either or any of said events, Lessor may terminate this Agreement and without demand or notice, may enter into and upon said rented spaces and areas and repossess the same and expel said Lessee.

14. In case suit or action is instituted to enforce any of the terms or conditions of this Agreement, the losing party agrees to pay such sum as the trial court may adjudge reasonable as attorney fees to be allowed the prevailing party in such suit or action, or on any appeal thereof.

15. Any waiver by the Lessor of any breach of any covenant herein contained to be kept and performed by the Lessee shall not be deemed or considered as a continuing waiver, and shall not operate to bar or prevent the Lessor from declaring a forfeiture for any succeeding breach, either of the same condition or covenant or otherwise.

16. Any notice required by the terms of this Agreement to be given by one party to the other shall be sufficient if it is in writing contained in a sealed envelope, deposited in the United States Mails with postage fully prepaid, and if intended for Lessor, sent to Lessor at 3636 Klindt Drive, The Dalles, Oregon, 97058, and if intended for the Lessee, then addressed to the Lessee at P.O. Box 775, The Dalles, Oregon, 97058.

IN WITNESS WHEREOF, the respective parties have executed this instrument in duplicate on the day and year first above written.

LESSOR:
PORT OF THE DALLES, a municipal
corporation of the State of Oregon

By ______________________
Andrea Klaas, Executive Director
Port of The Dalles

LESSEE:
THE DALLES YACHT CLUB, an Oregon
nonprofit corporation

By ______________________
Ron Bell, Commodore

STATE OF OREGON)
) ss.
County of Wasco)

This instrument was acknowledged before me on April 14, 2006, by Andrea Klaas, as Executive Director of the Port of The Dalles, a municipal corporation of the State of Oregon, with the full authority and authorization of its Commission.

OFFICIAL SEAL
KIMBERLY S SNYDER
NOTARY PUBLIC-OREGON
COMMISSION NO. 383718
MY COMMISSION EXPIRES AUG. 12, 2008

Kimberly S. Snyder
Notary Public for Oregon
My commission expires: 8/12/2008

STATE OF OREGON)
) ss.
County of Wasco)

This instrument was acknowledged before me on April 14, 2006, by Ron Bell, as Commodore of The Dalles Yacht Club, an Oregon nonprofit corporation, with the full authority and authorization of the Board of Directors of The Dalles Yacht Club.

OFFICIAL SEAL
KIMBERLY S SNYDER
NOTARY PUBLIC-OREGON
COMMISSION NO. 383718
MY COMMISSION EXPIRES AUG. 12, 2008

Kimberly S. Snyder
Notary Public for Oregon
My commission expires: 8/12/2008

EXTENSION OF LEASE AGREEMENT

This Extension of Lease Agreement ("Extension") is made and entered into as of the 14th day of August, 2019, by and between PORT OF THE DALLES, a municipal corporation of the State of Oregon, ("Lessor") and THE DALLES YACHT CLUB, an Oregon nonprofit corporation, ("Lessee").

RECITALS

A. Lessor and Lessee entered into a lease Agreement (hereinafter, "Agreement") on April 14, 2006 of the spaces and areas situated in the Port of The Dalles Marina, containing one combination above-ground gasoline-diesel storage tank, gasoline pump and pump house and related pumps, pipes and piping related thereto [said equipment being owned by Lessee] with the right to operate the power boat fuel pumping facility at Port of The Dalles Marina on said leased premises.

B. Had the Lessor and Lessee not entered into a series of one year oral extension agreements on a year to year basis, the lease Agreement would have expired. However, the Agreement has been extended on a year to year basis each and every year since the scheduled termination date set forth in the Agreement document, March 31, 2011.

C The present extended Lease term of the lease Agreement otherwise terminates on March 31, 2020.

WHEREAS, it is the mutual desire of the parties, in writing, to further extend the lease Agreement for another five (5) years ending on March 31, 2025; and

NOW, THEREFORE, in consideration of the provisions hereof and the agreement between the parties, the Lessor and Lessee agree as follows:

1. The lease Agreement term is further extended for a period of approximately five (5) years ending on March 31, 2025.

2. Except for this extension of term, all the provisions, terms, conditions and covenants contained in the lease Agreement shall remain the same during the extended term hereof.

3. If signing in a representative capacity, the signing party represents and warrants that he or she is the duly authorized representative of the entity and that he or she has the authority to represent and bind the entity to the terms of this agreement.

DATED as of the date first written above.

LESSOR:
PORT OF THE DALLES, a municipal corporation of the State of Oregon

By ______________________
Andrea Klaas, Executive Director
Port of The Dalles

LESSEE:
THE DALLES YACHT CLUB, an Oregon nonprofit corporation

By ______________________
Secretary, ~~Commodore~~

STATE OF OREGON)
) ss.
County of Wasco)

This instrument was acknowledged before me on ~~August~~ Sept 6, 2019, by Andrea Klaas, as Executive Director of the Port of The Dalles, a municipal corporation of the State of Oregon, with the full authority and authorization of its Commission.

Kathleen M Norton
Notary Public for Oregon
My commission expires: 07-05-2021

OFFICIAL STAMP
KATHLEEN MARIE NORTON
NOTARY PUBLIC-OREGON
COMMISSION NO. 963258
MY COMMISSION EXPIRES JULY 05, 2021

STATE OF OREGON)
) ss.
County of Wasco)

This instrument was acknowledged before me on ~~August~~ September 4, 2019, by Deanne Depape, as ~~Commodore~~ Secretary of The Dalles Yacht Club, an Oregon nonprofit corporation, with the full authority and authorization of the Board of Directors of The Dalles Yacht Club.

OFFICIAL STAMP
KATHLEEN MARIE NORTON
NOTARY PUBLIC-OREGON
COMMISSION NO. 963258
MY COMMISSION EXPIRES JULY 05, 2021

Kathleen M Norton
Notary Public for Oregon
My commission expires: 07-05-2021

SECOND EXTENSION OF LEASE AGREEMENT

This Second Extension of Lease Agreement ("Extension") is memorialized as of the 24 day of July, 2026 for the written extension agreed to, by and between PORT OF THE DALLES, a municipal corporation of the State of Oregon, ("Lessor") and THE DALLES YACHT CLUB, an Oregon nonprofit corporation, ("Lessee") on and effective retroactively as of March 31, 2025.

RECITALS

A. Lessor and Lessee entered into a lease Agreement (hereinafter, "Agreement") on April 14, 2006 of the spaces and areas situated in the Port of The Dalles Marina, containing one combination above-ground gasoline-diesel storage tank, gasoline pump and pump house and related pumps, pipes and piping related thereto [said equipment being owned by Lessee] with the right to operate the power boat fuel pumping facility at Port of The Dalles Marina on said leased premises, which said Agreement was previously extended by agreement of the parties notably including Extension of Lease Agreement, dated August 14, 2019 which extended the term for approximately five (5) years from March 31, 2020 to March 31, 2025.

B. Had the Lessor and Lessee not entered into previous extension agreements, the lease Agreement would have expired. But for the last said written extension of lease referenced in Recital A above, the term of the lease Agreement as extended was set to expire on March 31, 2025. This new written extension expressing the mutual assent of both parties to have the lease Agreement extended retroactively and effectively as of March 31, 2025, is now agreed by the parties to be set to expire on September 30, 2026 at 11:59 p.m.

C This present extended Lease term of the lease Agreement is agreed and runs from March 31, 2025 and set to otherwise terminate on September 30, 2026 at 11:59 p.m.

WHEREAS, it is the mutual desire of the parties, in writing, to memorialize this agreement to further extend the lease agreement to end on September 30, 2026 at 11:59 p.m.; and

NOW, THEREFORE, in consideration of the provisions hereof and the agreement between the parties, the Lessor and Lessee agree as follows:

1. The lease Agreement term is retroactively extended for a period from March 31, 2025 and ends on September 30, 2026 at 11:59 p.m.

2. Except for this extension of term, all the provisions, terms, conditions and covenants contained in the original lease Agreement dated April 14, 2006 shall remain the same during the extended term hereof.

3. If signing in a representative capacity, the signing party represents and warrants that he or she is the duly authorized representative of the entity and that he or she has the authority to represent and bind the entity to the terms of this lease extension agreement.

Memorialized as of the date first written above.

LESSOR:
PORT OF THE DALLES, a municipal corporation of the State of Oregon

By Andrea Klaas
Andrea Klaas, Executive Director
Port of The Dalles

LESSEE:
THE DALLES YACHT CLUB, an Oregon nonprofit corporation

By Richard Hoefer
Richard Hoefer, Commodore

STATE OF OREGON)
) ss.
County of Wasco)

This instrument was acknowledged before me on July 24, 2026, by Andrea Klaas, as Executive Director of the Port of The Dalles, a municipal corporation of the State of Oregon, with the full authority and authorization of its Commission.

V Kay Reed
Notary Public for Oregon
My commission expires: 9-8-26

OFFICIAL STAMP
V KAY REED
NOTARY PUBLIC - OREGON
COMMISSION NO. 1028652
MY COMMISSION EXPIRES SEPTEMBER 08, 2026

/ / / /
/ / / /

STATE OF OREGON)
) ss.
County of Wasco)

This instrument was acknowledged before me on July 22, 2026, by Richard Hoefer, as Commodore of The Dalles Yacht Club, an Oregon nonprofit corporation, with the full authority and authorization of the Board of Directors of The Dalles Yacht Club.

OFFICIAL STAMP
RANDI MARAVILLA ANGHILANTE
NOTARY PUBLIC - OREGON
COMMISSION NO. 1054799
MY COMMISSION EXPIRES JANUARY 22, 2029

Randi Maravilla Anghilante
Notary Public for Oregon
My commission expires: January 22, 2029

THE DALLES YACHT CLUB
POST OFFICE BOX 775
THE DALLES, OREGON 97058

September 5, 1989

Port of The Dalles Commissioners
c/o John W. Rayburn, Manager
P. O. Box 457
The Dalles, Oregon 97058

Dear Commissioners:

As you know, new regulations are now in force from the D.E.Q. concerning underground gasoline storage tanks.

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The Dalles Yacht Club is the owner of an underground gasoline storage tank, and related facilities, located on Port property at the Boat Basin.

From the regulations furnished to us by the D.E.Q. and from our discussions with a representative of the D.E.Q., we believe that the existing underground gasoline storage tank must be removed from its present location and probably replaced by an above-ground tank.

If an above-ground gasoline storage tank is installed, then it must be placed in a container of some kind to prevent any leaking gasoline from entering the Columbia River.

From our investigation to date, we believe that the cost of removing the existing underground gasoline storage tank and replacing it with an above-ground storage tank will cost from $8,000.00 to $10,000.00. The Dalles Yacht Club is prepared to meet this expenditure and to comply with all of the D.E.Q. regulations.

We believe that the concrete pad at the present garbage dumpster location is probably covering a portion of the underground gasoline storage tank. Therefore, when the present storage tank is removed, the concrete pad, or a portion of it, will need to be removed.

Before making such a heavy expenditure for replacement of the gasoline storage tank, The Dalles Yacht Club requests your permission to remove the existing gasoline storage tank and replace it with an above-ground gasoline storage tank meeting the requirements of the D.E.Q. The concrete pad at the dumpster location will be replaced if it is damaged in the removal of the underground storage tank.

THE DALLES YACHT CLUB
POST OFFICE BOX 775
THE DALLES, OREGON 97058

If the Port would prefer to do the construction work necessary to meet the D.E.Q. requirements and to then sell gasoline at the Boat Basin to the general public, we would like to be informed before we incur any additional expense.

Therefore, The Dalles Yacht Club will appreciate receiving your permission to replace the existing underground gasoline storage tank with one meeting the D.E.Q. requirements, or, learning whether the Port of The Dalles wishes to do the necessary construction work and set up a gasoline pump open to the general public.

We will appreciate hearing from you.

Yours very truly,

Harold K Davis

Harold K. Davis
Commodore

HKD:hfd

PLAUD

Explore now

Transcript

Speaker 1

This is an open letter to the Port of the Dalles commissioners concerning the fuel system that the Dalles Yacht Club is currently managing. The following ports or marinas have had card lock fueling or easy access to fuel: Astoria, Cathlamet, Longview, Kalama, several in Portland, Camas, Hood River, Arlington, Boardman, Ione, Umatilla, McNary, Wallula and Kennewick. The Dalles is right in the middle of that and does not have a card lock. Some boaters have had to transit back to Hood River to get fuel or get fuel at Hood River in order to make it to Arlington or Hermiston. Even local boaters have been frustrated when no one is available to pump it.

Speaker 1

Local fishermen at the boat ramp must make sure they are filled before coming down. If they pull in for gas and cannot get it, it puts a poor image on the port. The port owns the docks and provides the area to the public. It would be a great perk for the taxpayers that use it and would provide a benefit to them. It would show that their tax money is working for them. The yacht club proposes to give the existing fuel system to the port.

Speaker 1

Our insurance and lease expire at the end of September, and the yacht club no longer wishes to maintain the system. It cannot afford to maintain the system, and we are. We no longer have the revenue. Especially since the fires have destroyed part of the marina and several people that were paying, the dues are now gone. So we no longer have

07-30 Port of The Dalles Fuel System Takeover and Card-Lock Upgrade Decision Note.

To: The Port of The Dalles Commissioner's.

Core Synopsis

The Dalles Yacht Club is exiting fuel-system operations by end of September due to revenue collapse post-marina fire, creating a service gap at a geographically critical waypoint on the Columbia River where peer ports provide card-lock fueling; the Port of The Dalles already owns the docks, has set aside ~$60k for marina improvements, and is being asked to assume ownership and upgrade the system to card lock to prevent reputational damage, reduce boater attrition, and deliver visible taxpayer value. The evidence is straightforward: multiple nearby marinas offer card-lock access; The Dalles sits mid-route and currently forces transits to Hood River or Arlington; local users face unreliable fueling when no operator is available; the Yacht Club's insurance and lease expire end-September and the club cannot fund maintenance since dues evaporated after fire damage. The stakes are immediate: without a Port takeover, the marina's utility declines, users defect, and public perception deteriorates; with a takeover and card lock, the Port can standardize access, stabilize operations, and convert existing budget into high-signal community impact. We are responsible for choosing whether the Port runs a critical public amenity or lets it fail; we should take the bet on a card-lock transition now.

Port Fuel System Transfer: Problem-to-Solution Logic

- The Service Gap and Its Consequences
  - Regional context: Astoria through Kennewick markets offer card-lock or easy-access fuel; The Dalles does not.
  - Operational pain: Boaters detour to Hood River or stretch range to Arlington/Hermiston; locals face missed fueling when no attendant is available.
  - Reputation risk: Failed fueling at the public ramp reflects directly on the Port, which owns the docks.

- Current System Status and Financial Reality
  - Ownership/ops: The Dalles Yacht Club currently manages the fuel system.
  - Financial collapse: Post-fire marina damage reduced dues-paying members; the Yacht Club cannot afford maintenance.
  - Hard deadline: Insurance and lease expire end of September; the Yacht Club intends to exit stewardship and proposes transferring the system to the Port.

- Feasibility and Resource Alignment
  - Budget signal: The Port reportedly earmarked approximately $60,000 for marina improvements.

- Upgrade path: The Yacht Club is gathering estimates for a card-lock installation to enable self-serve reliability and alignment with regional standards.

- Strategic Rationale for Port Assumption
  - Geographic leverage: The Dalles is a midpoint refueling node; card-lock access prevents route fragmentation.
  - Public value: Reliable fuel service demonstrates taxpayer ROI and strengthens marina attractiveness.
  - Operational integrity: Port control removes dependency on volunteer availability and insulates against continuity failures.

Action Items

@Port Executive Director

-

Decide on accepting transfer of the existing fuel system from The Dalles Yacht Club - [TBD]

Direct Legal Counsel to draft the asset transfer agreement and lease/insurance transition terms effective by end of September - [TBD]

Authorize solicitation of at least three vendor bids for card-lock installation and compliance (fuel dispensing, payment, monitoring) - [TBD]

Allocate the marina improvement budget (~$60,000) toward card-lock deployment pending final bids - [TBD]

@Port Legal Counsel

-

  Prepare a transfer MOU covering ownership, liabilities, and timeline aligned to the Yacht Club's insurance/lease expiration - [TBD]

@Port Operations Manager

- Conduct a site assessment of the current fuel system (condition, compliance, permitting requirements) - [TBD]

  Create an interim fueling access plan to avoid service interruption during the transfer window - [TBD]

@Richard Hofer (The Dalles Yacht Club)

- Deliver the card-lock vendor estimates to the Port Commissioners upon receipt - [TBD]

  Provide an inventory and condition report of the existing fuel assets to support transfer - [TBD]

Action Items
Port Fuel System Transfer: Problem-to-Solution Logic
Core Synopsis

07-30 Port of The Dalles F...
Mind map

MEMORANDUM

To: Port of The Dalles, Board of Commissioners

From: Jeff Renard

Date: July 15, 2026

Re: Proposed Port Acquisition of Marina Fuel Facility and Pursuit of a Marine Infrastructure Grant

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Purpose

I am writing to request that the Port of The Dalles consider taking ownership of the fuel tanks and fuel dispensing facility currently located at the marina (commonly referred to locally as Dow's Marina), and that the Port use its governmental standing to pursue a marine infrastructure grant through the Oregon State Marine Board to fund a full upgrade of the fuel system.

Current Situation

The marina's fuel facility is presently owned and operated by a private yacht club rather than the Port. Service is available only when a club member happens to be on site, fueling requests are not accepted after 9:00 p.m., and appointments are strongly recommended. For a river the size of the Columbia, this leaves a substantial gap in reliable fuel access along this stretch of the Gorge, and it puts The Dalles at a competitive disadvantage relative to marinas with dependable, publicly operated fuel service.

Boating Traffic — Working Assumption

I do not have a verified count of vessels transiting this specific reach of the Columbia, and I want to flag that clearly. For planning purposes, I am working from the following assumption, which the Port should confirm with the Oregon State Marine Board and U.S. Army Corps of Engineers lock and traffic records before this goes into a grant application:

- Oregon has roughly 165,000 registered recreational boats statewide.
- Assuming a conservative 2–3% of that fleet uses the Mid-Columbia/Gorge corridor between the Portland metro area and the Tri-Cities in a given season, that puts seasonal traffic through this reach in the range of 3,000–5,000 vessels, before accounting for out-of-state and Washington-registered boats, which regularly transit this same water.

Even at the low end of that range, a meaningful volume of boat traffic passes The Dalles each season with no dependable public fuel option.

Economic Case

- Reliable, publicly operated fuel service gives boaters a reason to stop, moor, and spend time in The Dalles rather than bypassing it for Hood River or the Portland area, both of which offer dedicated fuel docks.
- Every fuel stop is a moorage, dining, lodging, and retail opportunity for downtown and the Riverfront Park area.
- Port ownership positions the marina to compete for state and federal marine infrastructure funding that is generally unavailable to privately owned fuel facilities.
- A modernized fuel system reduces environmental and liability risk currently carried by a private club rather than the public entity that owns the surrounding marina infrastructure.

Requested Action

I ask that the Board direct staff to: (1) open discussions with the yacht club regarding transfer of the fuel tanks and dispensing facility to the Port; (2) evaluate the condition and code compliance of the existing system; and (3) apply for an Oregon State Marine Board marine infrastructure grant to fund the acquisition and upgrade. I am glad to help however is useful, including gathering better traffic data before an application is submitted.

Respectfully,

Jeff Renard