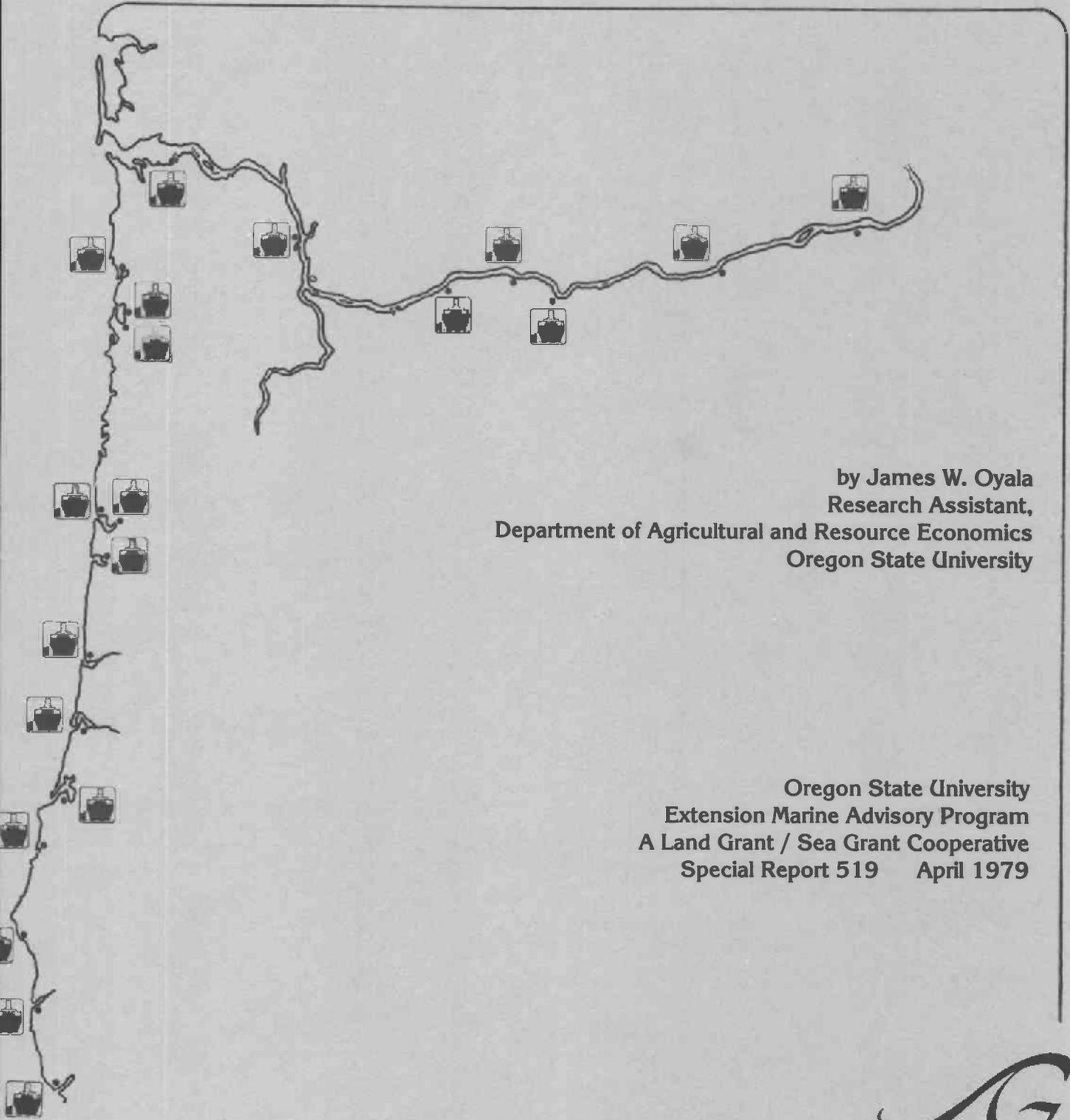


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# Oregon's Columbia River Ports (excluding Portland):

## A Survey of Operations, Facilities, Finances, and Plans



by James W. Oyala  
Research Assistant,  
Department of Agricultural and Resource Economics  
Oregon State University

Oregon State University  
Extension Marine Advisory Program  
A Land Grant / Sea Grant Cooperative  
Special Report 519 April 1979



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# Introduction

September 1978

Oregon's Columbia River ports are as diversified as the lands on which they are located. From Astoria to Umatilla, the common factor that links the ports is the Columbia River, which borders all of the ports discussed in this publication.

Oregon's ports are local units of governments, organized (except for the Port of Portland) under Oregon Revised Statutes (ORS) Chapter 777. Ports may, by authority of ORS 777, conduct a variety of industrial activities, ranging from the acquisition and development of real property (ORS 777.116) to such diverse activities as the distribution of water for domestic purposes (ORS 777.132).

The Port of Portland is not included because it is not within the same operational magnitude as the other ports: It serves an urban district; it is organized under a different law (ORS 778); and its services and programs cannot be compared to the other ports inventoried here.

The last two decades of the 20th century will be a challenging period for Oregon's Columbia River ports. Living under the greater shadow of the Port of Portland's operation, the smaller ports are striving to establish their own economic bases.

Oregon's smaller Columbia River ports view their primary role within their port districts as that of industrial development. All of the ports inventoried have—or are in the process of establishing—industrial parks or lands on which industrial clients may locate. The types of industries vary according to the approach administrators have taken in seeking clients or using local natural and human resources. Industrial activities range from log transshipment (Port of Astoria) to potato processing (Port of Morrow) to bathing suit manufacturing (Port of Hood River).

The choice of competing (thus increasing development) or not competing (and slowly losing operative viability) is a decision continually confronting all port administrators. New construction funds are derived from operation revenues, taxing powers of the local district (with a ceiling limited by Oregon Revised Statutes), and assistance from state and Federal grant or loan programs. Fund seeking requires staff time, and most of the ports are limited in their ability to supply this time.

Factors common to all of the smaller Columbia River ports, and so not listed individually in this analysis, are port commission organization and location on navigable channels of the Columbia

River. Each of the port commissions has five commissioners, who are elected for staggered terms of 4 years each. The commission is responsible for hiring a staff to carry out commission directives.

The ports of Astoria and St. Helens are located on the lower Columbia River channel, which has a controlled depth of 40 feet (12.19 meters) to Vancouver, Washington. From Vancouver to the Bonneville Dam, the controlled depth is 17 feet (5.18 meters). The ports of Cascade Locks through to Umatilla are adjacent to a 14-foot (4.26-meter) barge channel that makes slack water navigation possible (via locks and dams) to Lewiston, Idaho.

I conducted this survey over a 6-month period during the latter half of 1977. Although my visits often came at inconvenient times for port administrators, the cooperation, effort, and consideration that *all* port representatives gave me throughout the survey were truly exceptional. Each port has reviewed the information in this report for accuracy; I assume the responsibility of remaining errors.

This publication is intended as a source of information for those who wish to know more about the facilities, activities, financing, and plans of Oregon's Columbia River ports. I hope it will be a source of a few ideas for those responsible for the management of port districts in Oregon and elsewhere.

## Acknowledgments

The following people and publications have provided the information that constitutes this survey:

### *Port of Astoria*

George Grove, Executive Director

Brook Robin, Planner

Anthony Schouwennars, Deputy Executive Director

Gail Packard, Traffic Manager

A. D. Little, Inc., *The Port of Astoria: Present Trends and Future Development*, December 1976.

Jeff Burger, *Survey of Oregon's Coastal Ports*, 1976, June 1976.

### *Port of St. Helens*

Wallace Gainer, Jr., Manager

Robert Vagt, Attorney

### *Port of Cascade Locks*

Ronald Rombalski, Manager

Port of Cascade Locks, *Comprehensive Plan of Cascade Locks*, 1972

J. Jeffrey Murtaugh, *Industrial Site Survey: An Economic Analysis of the Supply, the Potential, and the Demand for Industrial Lands in the Mid-Columbia*, October 1976.

### *Port of Hood River*

C. W. Wells, Commissioner

Dallas Dusenbery, Manager

Jim O'Banion, Assistant Manager

Port of Hood River, *Port of Hood River Operations and Procedures Manual*.

### *Port of The Dalles*

A. O. DeFrate, Manager

J. Jeffrey Murtaugh, *Industrial Site Survey: An Economic Analysis of the Supply, the Potential, and the Demand for Industrial Lands in the Mid-Columbia*, October 1976.

### *Port of Arlington*

Leslie Grant, President

Dielschneider Associated, Inc., *Port of Arlington on the Columbia River at Arlington, Oregon*, March 1977.

### *Port of Morrow*

Rupert Kennedy, Manager

Dorothy Kennedy, Clerk

### *Port of Umatilla*

Stephen Lindstrom, Manager

### *Additional Sources*

Bruce A. Weber, Department of Agricultural and Resource Economics, Oregon State University, Corvallis

Wilson E. Schmisser, Department of Agricultural and Resource Economics, Oregon State University, Corvallis

John McManus, Research Assistant, Marine Resource Management, School of Oceanography, Oregon State University, Corvallis

Grant E. Blanch, Department of Agricultural and Resource Economics, Oregon State University, Corvallis

## Port of Astoria

*Mailing address:* P.O. Box 569  
Astoria, Oregon 97103

*Phone:* (503) 325-4521

### *Commissioners:*

Albert Rissman, President

Henry Desler

Howard Johnson

David Corkill

Robert Hansen

### *Term expires:*

30 June 1979

30 June 1979

30 June 1979

30 June 1981

30 June 1981

### *Staff:*

George Grove, Executive Director

Anthony Schouwennars, Deputy Executive Director

Gail Packard, Traffic Manager

Harry Utti, Port Engineer

Brook Robin, Port Planner

George Fulton, Port Attorney

### *Meetings:*

Second Tuesday of each month, 7:30 p.m., Port Offices on Port Docks

### *Offices:*

The foot of Portway St., in the Pier Building, on the Port Docks, Astoria

### *Organizations:*

The Port of Astoria is a member of the Oregon Public Ports Association, The Pacific Coast Association of Port Authorities, The Propeller Club, The Merchant's Exchange, The Portland Shipping Club, The Japan Society of Oregon, The 200 Market Club, Portland Air Cargo Association, Portland Freight Traffic Association, Pacific Northwest Waterways Association, Western Railroads Association, The American Association of Port Authorities.

### **Port boundaries, land, facilities, and operation**

The Astoria Port District covers all of Clatsop County. Clatsop County covers more than 900 square miles (2,330.10 square kilometers) of land and water area, over one-third of which is under public ownership. Port-owned land totals approximately 865 acres (349 hectares). This area includes much of the western Astoria waterfront, the West and East Moorage Basins, the land for the proposed Brown and Root Company facility bordering the Skipanon River, and the Clatsop County Airport, which includes 60 acres (24 hectares) set aside for an industrial park. Also, vari-

ous parcels extend from the mouth of the Skipanon River west to the Tansy Point area.

The western Astoria waterfront area includes three piers and backup docks along the Columbia River near its confluence with Youngs Bay. Located along the Astoria waterfront, the piers extend to the turning basin leading to the main ship channel, allowing vessels to berth or sail at any time.

*Pier No. 1* is the oldest, most intensely developed, and most easterly of the three piers. It can accommodate two vessels. Berth sizes are 650 feet (198.12 meters) and 1,000 feet (304.8 meters) with a water depth of 38 feet (11.58 meters) above mean low water. Principal commodities shipped to or from the terminal include plywood, frozen tuna, grain, sacked goods, and other general cargo items. These can be stored in the terminal's 167,000-square-foot (15,364-square-meter) warehouse. In addition, a 1.1 million-bushel (.35 million-hectoliter) capacity grain elevator is also located on the pier (operated by the Bunge Corporation). Terminal facilities include access to a Burlington Northern rail line, dock equipment, water service, fire protection, and electricity.

Located west of Pier No. 1, *Pier No. 2* can accommodate five vessels with berths that vary in size from 1,000 feet (304.8 meters) to 425 feet (129.5 meters) in length and a general depth of 38 to 40 feet (11.58 to 12.19 meters) above mean low water. The terminal includes 600,000 square feet (55,200 square meters) of open dock storage area, which accommodates lumber, logs, frozen tuna, and general and bulky cargo that can be stored without covering. A Burlington Northern rail line runs to the pier, and other terminal facilities include dock equipment, water, and electrical service.

The most westerly of the port terminals, *Pier No. 3*, is located adjacent to Youngs Bay. The pier can accommodate two vessels and has a working length of 1,000 feet (304.8 meters) and a depth of 35 feet (10.6 meters). The warehouse transit shed located on the pier has a floor area of 248,000 square feet (22,865 square meters). The principal commodities shipped to or from Pier No. 3 include wood pulp, paper products, bulk fertilizer, and general cargo. A Burlington Northern rail line runs to the pier, and other terminal facilities include dock equipment, a large barge ramp, water supply, fire protection, and electrical service.<sup>1</sup>

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<sup>1</sup> A. D. Little, Inc., *The Port of Astoria: Present Trends and Future Development*, December, 1976, pp 1-16.

The *West Mooring Basin*, the larger of the two, is owned and operated by the port, with a capacity of 912 slips for small craft. It is located adjacent to Pier No. 1 and accommodates recreational boats, commercial fishing vessels, and charter boats. *The Thunderbird Motel and Restaurant* is located adjacent to the moorage area; the restaurant and lounge are 50% owned by the Port of Astoria. The motel provides 124 rooms, and the restaurant can serve approximately 260 people. Adjacent to the restaurant is a convention facility capable of serving 275 people.

The *East Mooring Basin* is 1.5 miles (2.42 kilometers) east of the central port complex and consists of a breakwater and a small finger pier, which provides moorage facilities for 180 small boats. The basin is designed for 800 small boats.

Located near Youngs Bay, the port-operated *Clatsop County Airport* is the largest in Clatsop County. The airport consists of three runways, ranging in length from 5,796 feet (1.76 kilometer) to 3,984 feet (1.21 kilometer), and can accommodate planes up to 65 tons (58.9 metric tons) in weight. The majority of the airplanes that utilize the facility are private planes and business jets. Properties surrounding the airport are not completely used for airport activities; in fact, a significant portion of the land is currently being leased for agricultural use.

The port has provided, under the master plan for the airport, for an industrial park of about 60 acres (24 hectares). An additional major user of the airport is the U.S. Coast Guard, which houses three of its helicopters at the facility. Recently, the port completed a new facility for the U.S. Weather Service, and the Coast Guard completed a facility expansion.

The proposed Brown and Root Company facility is located on the northwest border of Youngs Bay, bordering the Skipanon River. The facility's planned location is on the port's 330 acres (133 hectares) at that site. Offshore oil platform drilling rigs may be constructed at this location.

## Financing

The port levies an annual property tax. In 1977-78, the tax rate was \$.34 per \$1,000 assessed value. The 1971-75 tax rate average was \$.57 per \$1,000 assessed value.

The port has received a Federal Aviation Administration (FAA) grant for \$450,000 for the resurfacing of runways and general improvements to the Clatsop County Airport. The Department of Transportation has also provided \$15,000 in as-

sistance to the airport. The Economic Development Administration (EDA), through the Local Public Works Funding Program, has provided the port with \$29,482 for new lighting at the West Mooring Basin.

### Planning

The Port of Astoria is currently using a variety of methods to implement the port's planning and development efforts. A comprehensive study by Arthur D. Little, Inc., has recently been accepted by the port commissioners. The study defines alternative methods for the port's development and suggests means by which the port might pursue each method. The project was cofunded by the Pacific Northwest Regional Commission and the Port of Astoria.

The port has retained a planner to help coordinate its planning efforts with local comprehensive planning efforts. The planner is also seeking sources for additional funding.

Planning efforts are coordinated, in part, through the auspices of the Columbia River Estuary Study Task Force (CREST). The CREST jurisdictional area includes the entirety of the Columbia River estuary, on both Oregon and Washington sides of the river. The CREST Youngs Bay subcommittee (which recommends policies for the Youngs Bay Development Plan) has recently recommended an 80-acre (32-hectare) fill west of Pier No. 3. The fill was recommended as a three-stage fill (15 to 30 to 80 acres [6 to 12 to 32 hectares]) to allow at least some additional area to be realized by the port. This land is considered extremely important to the port for additional waterfront development.

Port officials have listed as their development goals the following:<sup>2</sup>

1. Acquire, from the Federal Government, property at Tongue Point declared surplus by the U.S. Department of Labor, including piers and land. Dredge the entrance channel at Tongue Point to a depth of at least 40 feet (12.19 meters) and develop and adapt the hangar areas for handling inbound and outbound cargo. Encourage light industries or assembly plants to develop in the Tongue Point area. Preparation of the site would ultimately include blacktopping of that portion of the area presently leveled but not surfaced.

2. Fill an additional 80 acres (32 hectares) west of Pier No. 3. This fill would complete expansion of the present port complex area. The area is planned for the handling of containerized shipments, movement of steel products, and, possibly, a bulk loading facility.
3. Acquire the Tansy Point area from the present owners. Initiate zone changes in order to encourage the development of light industry and the handling of bulk cargo (e.g., a grain elevator). The water depth and physical location of this site are well suited to future port expansion plans.
4. Fill a portion of the slips between Piers No. 2 and No. 3. This would provide an additional storage area and reduce the maintenance of the present piers. Such a fill could be hastened by the reduction in the export of logs and the acquisition of Tongue Point.
5. Develop an industrial park in the airport property. It is presently included in the approved airport master plan. This park would be used for light industry, assembly plants, and similar projects.
6. Purchase the present Alumax land site in Warrenton. This site would be developed for light industry that meets all environmental standards set forth by Federal, state, and local agencies.
7. Improve and expand the existing grain elevator.
8. Rehabilitate and improve the existing piers.
9. Assist the Brown and Root Company in development of the Skipanon River area for the assembly of deep-sea oil well drilling platforms.

The above potential projects require funding. The port applied for \$16.5 million in special Federal Economic Development Administration (EDA) grants during 1976 to implement development plans. Because of a lack of sufficient Federal funds through the EDA Local Public Works (LPW) Development Act, no funding has been received.

<sup>2</sup> Jeff Burger, *Survey of Oregon's Coastal Ports*, 1976.

# Port of St. Helens

**Mailing address:** P.O. Box 598  
Room 318  
Columbia County Courthouse  
St. Helens, Oregon 97501

**Phone:** (503) 397-2888

## Commissioners:

Ray Steward, President  
Arthur Livengood  
Lewis Winkler  
Leonard Frank  
Eric Dahlgren

## Term expires:

30 June 1979  
30 June 1979  
30 June 1979  
30 June 1981  
30 June 1981

## Staff:

Wallace Gainer, Jr., Manager  
Robert Vagt, Port Attorney  
Rose Wheeler, Secretary

## Meetings:

Second Wednesday of each month, 7:30 p.m., Room 308, Columbia County Courthouse.  
Last Wednesday of each month, 11:30 a.m., Village Inn, St. Helens

## Offices:

Room 318, Columbia County Courthouse, St. Helens

## Organizations:

The Port of St. Helens has membership in The Pacific Northwest Waterways Association and The Oregon Public Ports Association.

## Port boundaries, land, facilities, and operation

The St. Helens Port District encompasses approximately 192,000 acres (77,568 hectares). This land includes the entire riverfront of Columbia County and extends inland approximately 6 miles (about 10 kilometers). The borders of the port district extend from Scappoose on the eastward perimeter to Westport on the western perimeter.

Port-owned lands include Port Westward, near Clatskanie; the Scappoose industrial airpark; riverfront property in Rainier, located west of the Rainier-Longview bridge at Diblee Point; the St. Helens industrial park; and the waterfront site in St. Helens.

The *Port Westward* area includes approximately 1,000 acres (about 400 hectares). It is presently on long term lease to the Portland General Electric Company. An electrical power generating facility is operated on the site, using pe-

troleum generation through turbine generators. Exhaust emissions are also used to generate a second cycle of steam for additional electrical generation. Port Westward has also been proposed as a transshipment facility for the unloading of Alaskan crude oil for refinement in Montana.

The *industrial airpark* in Scappoose has been owned by the port for 6 years. The land covers 135 acres (54.54 hectares). The airport's one landing strip, a 4,000-foot (1.21-kilometer) paved runway, handles general aviation. The airport facilities are also used for student training programs and cross-country solo flights. The port has recently entered into contract with a Hillsboro corporation to establish a general commercial helicopter service center as well as a flight school and helicopter leasing for related activities.

The 100 acres (40.4 hectares) of *riverfront property* in Rainier is leased to the Cascade Energy Corporation. The corporation would like to develop the area for oil production or transshipment of Alaskan or Indonesian crude oil.

The *industrial park* in St. Helens covers approximately 160 acres (64.64 hectares). It is being leased by the variety store chain Big-Value Stores and by the St. Helens Ice and Beverage Company.

The *waterfront site* in St. Helens covers 30 acres (12.12 hectares) and is leased to Niedermeyer and Martin, a pole and piling company that stores, stocks, and trims piling.

Other port-leased lands include the *waterfront properties* in St. Helens, leased by the Knappton Tug and Towing Company, and the *Bayport Marina* on Scappoose Bay. The port owns the launch ramp and park area adjacent to open spaces along the docks. There are 45 covered slips for boats of less than 30 feet (9.14 meters). The marina also has 22 boathouses and three houseboats. Berthage fees are \$.90 a foot per month for uncovered moorages and \$1.00 per foot per month for the uncovered slips. The marina has a maintained depth of 10 feet (3.04 meters) that must be dredged periodically. The port finances this dredging.

## Financing

The port has not taxed its district for a number of years. The average tax rate for the years 1971-75 was \$.06 per \$1,000 of assessed value. Currently the port generates its income mostly from port properties. Most port financing is generated from land leases such as the Bayport Marina, moorage space to Knappton Tug and Towing Company, and rentals from the airport, the marina house, the yacht club, and other minor assorted land holdings.

The Port Westward site near Clatskanie is the largest rent producer of the land holdings. Additional income is generated through management fees for revenue bond management; the St. Helens Athletic Corporation (which leases port lands for tennis courts); the sale of personal property; the sale of sand and gravel; and interest on invested funds as well as interest and principal on property sold.

An FAA-approved grant of \$100,000 has been awarded to the port. This grant deals with general improvements to the clear zone of the airport. An additional \$300,000 has been approved for the runway extension and the ownership of additional land.

### Planning

A comprehensive plan exists for the port-operated airport. For other developments, the port utilizes single-purpose planning. Port representatives meet monthly with county commissioners to develop a framework plan that will be integrated into the county's comprehensive plan.

Port representatives would like to see the following goals realized:

1. Increased utilization of the Port Westward facility, possibly as a transshipment facility for Alaskan crude oil.
2. Additional utilization of the Port Westward facility for other uses than crude oil transshipment.
3. Additional development of the Scappoose airport.
4. Development of port land west of Diblee Point to make use of this land's river location near the shipping docks of Rainier and Longview, Washington.

## Port of Cascade Locks

*Mailing address:* P.O. Box 307  
Cascade Locks, Oregon 97014

*Phone:* (503) 374-8619

### *Commissioners:*

Glen Latimer, President  
Marion Bump  
John Carlson  
Carroll Tveidt  
Harry Cramblett

### *Term expires:*

30 June 1979  
30 June 1981  
30 June 1981  
30 June 1979  
30 June 1979

### *Staff:*

Ronald Rombalski, Manager  
Eugene Miller, Superintendent  
Kenneth Abraham, Attorney  
Roberta Rutherford, Secretary  
LaVerne Stubbs, Dockmaster

### *Meetings:*

Second Thursday of each month at 7:30 p.m., Port of Cascade Locks, Marine Park, Visitors Center, Cascade Locks.

### *Offices:*

Port offices are located at the Cascade Locks Marine Park, Visitors Center, Cascade Locks.

### *Organizations:*

The Port of Cascade Locks has membership in The Oregon Public Ports Association, The Mid-Columbia Regional Ports Association, The Mid-Columbia Visitors Council, and The Mid-Columbia Economic Development District.

### **Port boundaries, land, facilities, and operation**

The Cascade Locks Port District encompasses approximately half of Hood River County. The population of the port district is about 2,000. The borders of the district are Wyeth, Oregon (7 miles [11.26 kilometers] east of Cascade Locks) on the east and the Multnomah County line on the west. Much of the interior lands are U.S. Forest Service lands surrounding Mt. Hood.

Port-owned properties include The Bridge of the Gods (toll), The Columbia River sightseer tour boat, the marine park, 600 acres (about 240 hectares) of industrial land, and four rental homes.

*The Bridge of the Gods* was built in 1928 and was purchased by the port in 1961. Current crossings are approximately 600,000 vehicles per year. The bridge is the port's number one revenue generator.

*The Columbia River sightseer tour boat* is in its second year. The tour consists of a 20-mile (32.18-kilometer) loop that extends from the Bonneville Dam to 8 miles (12.87 kilometers) east of Cascade Locks. The tour boat operates on a regularly scheduled basis from Memorial Day to September 30. The boat operates on a charter basis during the off season.

*The Marina Park* (24 acres [9.69 hectares], including Thunder Island) consists of the visitors center, the marina, two museums, an overnight campground, and a picnic area. The entire park is a designated national historical site. The marina was built in 1962. It contains 68 open slips with a user charge of \$10 per month, \$30 per two months, \$70 for 6 months, and \$100 per year. A two-car loading ramp is also provided. The overnight berthing charge is \$2.00. Restroom and shower facilities are available in the visitors center.

The *two museums*, located in the old lock-tender homes, hold the city museum (Mid-Columbia memorabilia) and a museum commemorating the 1920's (fixtures and furniture). A youth hostel is being considered for the third lock-tender house. The hostel is intended to provide housing for Pacific Coast Trail hikers, bicyclers through the gorge, and other visitors.

Grant money (from the U.S. Department of the Interior) has been awarded to the port for renovations of the lock-tender houses. The grant was awarded because of the site's historical significance as a problem area for early settlers (dangerous rapids).

The *campground* is designed in "wagon train" style, allowing campers to park anywhere within it. The grounds have a central sewer dump station and five standup water pipes. Visitors may use the showers and restrooms in the visitors center for \$2.50 per night. The picnic area is a 4-acre (1.6-hectare) area that provides tables for individual and group picnics.

Three companies are presently occupying portions of the port's 600 acres (about 240 hectares) of *industrial land*. The Cascade Locks Lumber Company maintains its operation on 300 acres (about 120 hectares). Cascade Wood Components (specialty wood products) recently purchased 6 acres (2.4 hectares) from the port. The Allied Fish Company is located on 1 acre (0.40 hectare) of port land (with an additional acre [0.40 hectare] optioned). The company's operation is geared to the processing of Indian and surplus hatchery fish products. Company contingency

plans call for the processing of salmon, shad, eel, and roe products.

## Financing

The port levies an annual property tax. The 1978 tax rate was \$.07 per \$1,000 assessed value. The 1971-75 tax rate average was \$.13 per \$1,000.

Primary revenue sources for the port are the toll bridge, leases, grants, the marina, and various rentals.

The toll bridge provides the largest source of income (annually grossing approximately \$400,000). The sightseer tour boat grosses about \$60,000 per year. Rental fees are received from four private residences the port has purchased. The unloading of sand and gravel over port-owned facilities also provides a source of income. This sand and gravel is shipped primarily from the St. Helens area.

The port has received the following grants:

1. Land and Water Conservation Fund (Bureau of Reclamation), for park development in the marina park (landscaping, blacktopping, and water systems).
2. Economic Development Administration (Department of Commerce), for water systems on the port's industrial sites and for the port's tramway and stern-wheeler projects.
3. Historic Preservation (Department of the Interior), for the restoration of the old lock-tender homes.
4. Farmers Home Administration, for the development of water and electrical systems for industrial sites.
5. State Marine Board, for blacktopping projects and improvements to the marina sewer system.

## Planning

The Port of Cascade Locks has developed its own comprehensive plan. Completed in 1972, it is being revised to comply with current Land Conservation and Development Commission (LCDC) Goals and Guidelines. LCDC has provided financial assistance to the City of Cascade Locks to update the plan. Originally, the port and the city coordinated their planning efforts, and this cooperation still exists.

The port staff has identified the following major areas in which the port is pursuing development:

1. A \$1.25-million grant has been approved by the Economic Development Administration for an aerial tramway from the Cascade Locks area to the top of the Columbia River Gorge. The project is presently being delayed (the Environmental Impact Statement developed for the project is under litigation).
2. Interstate Commerce Commission (ICC) authority to operate the tour boat from Astoria to the Tri-Cities (Pasco, Kennewick, Richland), the Snake River to Lewiston, and the Willamette River is currently pending.
3. A stern-wheeler tour boat is proposed, some 2 to 3 years from being realized. Applications for the project are pending approval.
4. The port is seeking the establishment of a small boat manufacturing firm for its light-industrial-zoned lands.

## Port of Hood River

*Mailing address:* P.O. Box 239  
Hood River, Oregon 97031

*Phone:* (503) 386-1645

### *Commissioners:*

John Weber, President  
Percy Jensen  
James Wade  
M. S. Walton  
C. W. Wells

### *Term expires:*

30 June 1981  
30 June 1981  
30 June 1979  
30 June 1979  
30 June 1981

### *Staff:*

Dallas Dusenbery, Manager  
Jim O'Banion, Assistant Manager  
Alice Potts, Secretary  
Kenneth Abraham, Attorney, Legal Counsel  
James S. Dielschneider and Associates, Engineers

### *Meetings:*

First and third Monday of each month. The first meeting of the month is held at noon at the Hood River Inn. The second meeting of the month is held at 7:30 p.m. at the port offices.

### *Offices:*

Marina Park, Hood River

### *Organizations:*

The Port of Hood River is a member of The Oregon Public Ports Association, The Pacific Northwest Waterways Association, The Oregon Airport Management Association, and The Mid-Columbia Economic Development District.

### **Port boundaries, land, facilities, and operation**

The Hood River Port District covers approximately half of Hood River County. This land is east of the Port of Cascade Locks District, which covers the western half of the county.

Port-owned lands and holdings include an industrial park (which covers more than 50 acres [about 20 hectares]), the Hood River airport (approximately 90 acres [about 36 hectares]), the marina park, and the toll bridge between Hood River and White Salmon, Washington.

The *industrial park* area includes lands and facilities leased to Western Power Products (4.0 acres [1.61 hectares]) with a 4.99-acre [2.01-hectare] option); Luhr-Jensen, a fishing lure manufacturer (3 acres [1.21 hectares] with a 2.4-acre [0.96-hectare] option); a proposed bulk storage area (3.6 acres [1.45 hectares]); United Telephone (4.5 acres [1.81 hectares]); Jantzen, Incorporated,

a garment manufacturer (15 acres [6.06 hectares]); Precision Fiberglass Parts (4.66 acres [1.88 hectares] presently vacant except for a building subleased to the Diamond Fruit Company); Tuf-Board, a Weyerhaeuser-owned company that leases 2 acres (0.80 hectare); Hood River Distillers (a gin, vodka, and bourbon outlet) that incorporates an area of roughly 3.3 acres (about 1.30 hectares); and an area of 4.0 acres (1.61 hectares) presently available between the Weyerhaeuser-leased property and the Union Oil station.

The port recently acquired the *Hood River airport*. Its one runway extends approximately 2,500 feet (0.76 kilometer) and is 75 feet (22.86 meters) wide. Twenty acres (6.09 hectares) of light industrial development have been designated for the airport, with the north side approved for general aviation purposes.

The port's *marina* has approximately 70 berths and 8 houseboat slips. The moorage rate schedule for the marina is \$15.00 per month, \$110.00 yearly, on open moorage for boats to 30 feet (9.14 meters). For boats over 30 feet (9.14 meters), \$.75 extra per month is charged, or annually 8 times the monthly rate.

The charge for houseboats is \$20.00 per month, \$172.00 yearly. The marina provides underground sewage lines, underground utilities, boat ramps, and launching facilities. The electrical power charge or a permanent plug-in is \$.15 per day. There is no charge for occasional use.

The *marina area* houses the port offices, the Hood River Chamber of Commerce, the Visitors Information Center, a state police office, and a sales and service office for boats and marina users.

The port faces a potential problem in the daily reservoir height fluctuations of 4 feet (1.22 meters) that would be a consequence of a U.S. Government decision to raise the level of the river for increased hydroelectric power generation. These variations could damage structures not designed for daily variations.

### Financing

The port levies an annual property tax. The 1978 tax rate was \$.06 per \$1,000 assessed value. The 1971-75 tax rate average was \$.07 per \$1,000.

The port generates income from a variety of sources, the largest being the toll bridge between Hood River and White Salmon, Washington. Revenue sources for the general fund include grant participation money and rentals from the moorage area, marina buildings, the highway patrol building, Precision Fiberglass Co., Western Power Prod-

ucts, and the Tuf-Board building leased to Weyerhaeuser. Other incidental incomes are generated through land leases (Luhr-Jensen and U.S. Forest Service).

Businesses established on port-development lands include the Hood River Village Inn, Nichol's Boat Works, VIP's Restaurant, Lark's Gift Shop, Tom's Drive-In, and the Shell, Standard Oil, Arco, and Union Oil Service Stations.

The port presently receives a CETA grant to provide for maintenance and janitorial services. The airport receives an FAA grant as well as minimal funds from the State of Oregon.

### Planning

The Port of Hood River in 1950 became the first planning commission for Hood River County. Through the aid of governmental, environmental, and engineering agencies, plans were developed in relationship to the waterfront at Hood River. These plans have been welded into a general plan that has been followed from the mid-1950's to the present. The port's planning efforts are confined primarily to the lands south of the Columbia River and north of Interstate 80-N that are within the city limits of Hood River.

The port has published *Port of Hood River: Operating Procedures and Policies Handbook*, a general orientation for new commissioners, staff, and interested persons. This handbook explains the policies and procedures of the port and includes a general history of the port. Land presently available for industrial development is limited; however, expansion is planned at the airport. The only available land in the industrial park owned by the port, and not committed, is that immediately south of the Weyerhaeuser lease.

The port has historically avoided industries requiring large acreages; it considers diversity important to the economic base of the community, so its policy is to avoid industries similar to current lessees.

# The Port of The Dalles

**Mailing address:** 110 Union Street  
The Dalles, Oregon 97058

**Phone:** (503) 296-2782

## **Commissioners:**

Wilbur Kelly, President  
William Rooper  
Carl Long  
Duane Peterson  
Paul Vogt

## **Term expires:**

30 June 1981  
30 June 1979  
30 June 1979  
30 June 1981  
30 June 1979

## **Staff:**

A. O. Defrate, Manager  
Jim Habberstad, Attorney  
Pat Smith, Office Secretary

## **Meetings:**

First Monday of the month after the 8th of the month, 8:00 p.m., at the port offices at 110 Union Street.

## **Offices:**

110 Union Street, The Dalles (downtown)

## **Organizations:**

The Port of The Dalles has membership in The Pacific Northwest Waterways Association, The Oregon Public Ports Association, and The Mid-Columbia Economic Development District.

## **Port boundaries, land, facilities, and operation**

The Dalles Port District covers approximately 425,000 acres (about 171,000 hectares). This acreage covers the northern third of Wasco County. The borders of the port district are the Deschutes River on the east, the Hood River County line on the west (between Rowena and Mosier), and the top of the Tygh Ridge on the south.

The port owns 285 acres (115.14 hectares) of land. This land is in the following uses:

The *Interior Elevator Company* leases 4 acres (1.6 hectares). The elevator operation is used solely for grain transshipment. The company has truck and rail service inbound and barge, truck, and rail service outbound. The *Union Oil Company* leases 2 acres (0.80 hectare). The *Mountain Fir Lumber Company* leases 48 acres (19.3 hectares) from the port for the operation of a wood chip plant. *Cargill, Inc.*, which operates a grain shipping facility, leases 2½ acres (about 1 hectare); Cargill has truck service to the facility, with barge service out. Sewer and water have been installed

on 11 acres (4.4 hectares) of port land, now ready for industrial clients. An additional 4 acres (1.6 hectares), also with sewer and water, are scheduled for completion within 1978. The port's remaining 225 acres (90 hectares) are incorporated into an undeveloped industrial park complex near the Columbia River.

The port also operates a small *boat harbor*. Presently the facility encloses 14 acres (5.60 hectares) of water with an additional 5 land acres (2 hectares) for parking. The harbor has 32 open slips. User charges are \$2.00 per foot per year. The facility also has accommodations for 52 boathouses. The rental fee for boathouses is \$27.00 plus \$1.50 per foot of width per year.

The port can accommodate vessels with 12- to 14-foot (3.65- to 4.26-meter) draft at the pier. This area was dredged, through port financing, to 27 feet (8.22 meters) in 1967. The port will also be affected by daily height fluctuations if the Bonneville pool plan is incorporated (see Port of Hood River).

## **Financing**

The port levies an annual property tax. The 1978 tax rate was \$.21 per \$1,000 assessed value. The 1971-75 tax rate was \$.33 per \$1,000.

General fund income is generated through various rentals, land rental constituting the majority; the remainder comes from warehouse, grain elevator, and office space rental.

Some of the port-owned grain bins do not currently generate operating revenue because the rental payments are being used to pay off the bonds that financed their construction. In 14 years, the financing will be complete, and the port will renegotiate a rental agreement. The port receives additional income from the operation of the truck scales and from marine moorage fees.

The Port of The Dalles recently received Economic Development Administration "304" funds for water and industrial site improvements (\$40,000) in addition to state funds (\$10,000). A Farmers Home Administration grant of \$164,000 has helped implement land leveling and water line extensions.

## **Planning**

The Port of The Dalles has a comprehensive plan that has been approved by the U.S. Army Corps of Engineers, Wasco County, and the Wasco County Planning Commission. It outlines 45 acres

(about 18 hectares) of port land for light industrial development and 225 acres (about 90 hectares) for heavy industry.

Wasco County—the Port of The Dalles, especially—is in a potentially difficult position in the Mid-Columbia region. It is located across the Columbia River from Dallesport, an area with great potential for industrial development. This development, if realized, will mean new jobs, new residents, and new incomes in The Dalles, requiring an increased level of government services. The Dalles, as the population center of the area, will feel the greatest and most immediate impact.

As is typical of the Mid-Columbia, the areas with the greatest potential lie in sectors along the river. The entire river area of The Dalles, according to port representatives, has potential for industrial development. The area to the west of The Dalles, adjacent to Martin-Marietta Company, is of prime significance for major industrial development.

It is the port's policy to seek diversified economic interests that will make possible a stable, noncyclical economic base for the community.

## Port of Arlington

*Mailing address:* P.O. Box 6  
Arlington, Oregon 97812

*Phone:* (503) 454-2908

### *Commissioners:*

Leslie Grant, President  
David Childs  
James Green  
Ruben Wetherell  
James Morris

### *Term expires:*

30 June 1979  
30 June 1981  
30 June 1979  
30 June 1981  
30 June 1981

### *Staff:*

G. B. Frost, Clerk

### *Meetings:*

Second Monday of each month at 8:00 p.m. at the Arlington City Hall.

### *Offices:*

City Hall, Arlington

### *Organizations:*

The Port of Arlington has membership in The Pacific Northwest Waterways Association and The Oregon Public Ports Association.

### **Port boundaries, land, facilities, and operation**

The Arlington Port District contains approximately 360 square miles (about 930 square kilometers) or 230,000 acres (about 93,000 hectares). This land covers 18 miles (29.96 kilometers) of riverfront, extending eastward from the mouth of the John Day River to 10 miles (16.09 kilometers) east of Arlington and extending inland an average of 20 miles (about 32 kilometers). The port owns 108 acres (43.6 hectares) of Columbia River land in Gilliam County. Three of the six parcels (78 acres [31.5 hectares]) are suitable for industrial development purposes.

The port is primarily involved in two activities, grain storage and transfer, and the owning and development of land that is available for sale or lease for commercial and industrial purposes. No development has occurred in addition to the grain elevator to date.

*The Port of Arlington grain elevator* is leased to Cargill, Incorporated. The elevator has four 55,000-bushel (19,360-hectoliter) bins and an additional 56,000-bushel (19,712-hectoliter) capacity in loading and intermediate bins. Three new metal bins have been constructed, with a capacity of 140,000

bushels (49,280 hectoliters) each. Cargill employs 3 full-time and 1 part-time elevator operators.

The port owns land at two sites that are suitable for new industrial development. Land is available on the *peninsula* west of the elevator for water-related uses. Another site at *Willow Creek*, comprising 56.5 acres (22.82 hectares), is available for future development.

### Financing

The port levies an annual property tax. The 1978 tax rate was \$.10 per \$1,000 assessed value. Between 1971 and 1975, the port did not levy a property tax.

At present, all money being received by the port (apart from the clerk's salary) finances revenue bonds for the grain elevator leased to Cargill. The port does not presently receive any state or Federal financial assistance.

### Planning

The Port of Arlington Commission has recently approved a formal report of the port done by Dielschneider Associates, Incorporated. This report describes the port land and suggests various options available to the port concerning industrial development. According to this report, three opportunity areas exist for continued economic growth and development in the port district: agricultural developments, tourism, and nuclear power production.

According to the report, the greatest opportunity for additional development is on the island west of the grain elevator. The site is properly zoned, serviced by utilities, and easily accessible from Interstate 80-N and the city of Arlington. The site is suitable for grain elevator expansion, other agricultural product storage, and fertilizer storage and distribution in association with a barge-unloading facility.

The report states that over three million tourists pass Arlington on I-80 annually. These tourists are a potential resource; a tourist industry could be developed through the expansion of the marina and fuel dock.

Should the Pebble Springs nuclear power plant be approved, the report states, the port will be in an ideal position to manage new economic development activity that would accompany its construction and operation. The port would be able to provide financial assistance to the facility, land on the island for loading and unloading construc-

tion material, distribution of the water used in the cooling process, and assembling and developing land for associated commercial and industrial purposes.

# Port of Morrow

**Mailing address:** 1 Marina Drive  
Boardman, Oregon 97818

**Phone:** (503) 481-2695

## **Commissioners:**

LeRoy Gardner, President  
Louis Carlson  
Frank Anderson  
Lawrence Lindsay  
Charles Kyd

## **Term expires:**

30 June 1979  
30 June 1979  
30 June 1981  
30 June 1979  
30 June 1981

## **Staff:**

Rupert Kennedy, Coordinator  
Herman Winter, Port Attorney  
Dorothy Kennedy, Clerk

## **Meetings:**

Second Thursday of each month at 1:00 p.m. at 1 Marine Drive, Boardman.

## **Offices:**

1 Marine Drive, Boardman

## **Organizations:**

The Port of Morrow has membership in The Pacific Northwest Waterways Association and The Oregon Public Ports Association.

## **Port boundaries, land, facilities, and operation**

The Morrow Port District covers the entirety of Morrow County. The port operations are located in Boardman, population 1,200. Port-owned lands encompass approximately 4,000 acres (about 1,600 hectares). These holdings break down to 300 acres (about 120 hectares) of river-channel-oriented land, 350 acres (about 140 hectares) for a food-processing park, 2,700 acres (about 1,090 hectares) of zone-industrial waterfront land, and 900 acres (about 360 hectares) for water disposal. The borders of the port district extend from approximately 10 miles (about 16 kilometers) east of Arlington on the west to 50 miles (80.45 kilometers) west of Pendleton on the east.

Users of the port currently include six tenants in the 350-acre (141.4-hectare) *food-processing facility* located near Boardman. The plants, valued at \$26 million, include two fresh potato packing sheds, a french fry plant, a potato flaking plant, and six large potato storage warehouses of 200,000 tons (181,400 metric tons) total capacity.

The Port of Morrow's land holdings are currently valued at \$4 million. These holdings, pres-

ently leased for agricultural purposes, are potential lands for industrial development. Utilities, in the form of sewer, water, and industrial disposal systems, are estimated to be worth \$1.5 million.

## **Financing**

The port levies an annual property tax. The 1978 tax rate was \$.13 per \$1,000 assessed value. The 1971-75 tax rate average was \$.30 per \$1,000.

Proposed revenue bond sales for pollution devices for Portland General Electric and Associates will total \$34 million. Lease monies from Gourmet Food Products, Incorporated, and water and sewer funds will be transferred to the bonded debt fund. This revenue, reported at approximately \$500,000, is for bond payments.

Additional income to the Port Facilities Fund is generated from land sales, contracts and options, and interest on capital funds. General fund revenues are generated by rent and royalty, water charges, and bond handling fees.

The port, in 1973, borrowed \$1.5 million under the Rural Development Act (Farmers Home Administration). This loan, a 5%, 20-year loan backed by port revenue bonds, was for the construction of a water, domestic sewer, and industrial disposal system for food processors. The port has also received a \$110,000 grant from the Farmers Home Administration.

## **Planning**

Current county zoning is presently complete. Twenty-five hundred acres (1,010 hectares) of port-owned lands are zoned for industrial use in the plan. The port has advocated the removal of the U.S. Navy Bombing Range presently located on Bureau of Land Management (B.L.M.) land near port land holdings. Such a move would be instrumental in locating new industries such as power plants and additional irrigation facilities, according to port spokesmen.

Port representatives have indicated that the following are projected goals and developments that, if realized, will enhance the economy of the port district:

1. Increased circle-irrigation projects, presently 77,000 acres (31,108 hectares) of circle-irrigation systems have been installed in 7 years.
2. Increase in customers for the 350-acre (141.4-hectare) food-processing park.

3. The development of a cluster of power plants. Nuclear plants are proposed, pending the U.S. Navy's removal of their bombing range from B.L.M. lands.
4. Multiple-use systems for the cooling of power plants and the irrigation of farms.
5. The development of barge and container docks, chemical and fuel shipments, and timber products commerce.
6. Recycling metropolitan and organic wastes back to the soils.
7. A public airport for Boardman and north Morrow County.

Additional projects planned by port representatives are ingress-egress westbound from I-80 N and construction of roads to the waterfront. The Highway Division is studying the origin and destination of vehicles. Community services, to be constructed by the U.S. Army Corps of Engineers, include parks, a marina, and a park for overnight campers.

## Port of Umatilla

*Mailing address:* P.O. Box 871  
Umatilla, Oregon 97882

*Phone:* (503) 922-3224

### *Commissioners:*

L. M. O'Rourke, President  
Randolph Dorran  
Norman Schroth  
Jess Foster, Jr.  
A. C. Holmes

### *Term expires:*

30 June 1979  
30 June 1979  
30 June 1981  
30 June 1979  
30 June 1981

### *Staff:*

Stephen Lindstrom, Manager  
Helen Jackson, Administrative Assistant  
Corey, Byler, and Rew, Port Attorneys  
William Rowell, Marina Operator

### *Meetings:*

First Monday after the first Wednesday of each month at 1:00 p.m. Meetings are held at the Port office.

### *Offices:*

505 Willamette Avenue at McNary Center, Umatilla.

### *Organizations:*

The Port of Umatilla is a member of The Pacific Northwest Waterways Association, The Oregon Public Ports Association, Oregon Water Resources Congress, and The Umatilla County Development Association. The port is one of the sponsors of the Columbia-Blue Mountain Resource Conservation and Development District and is an associate member of The Oregon Wheat Growers League.

### **Port boundaries, land, facilities, and operation**

The Umatilla Port District encompasses approximately 2,700 square miles (about 6,900 square kilometers). This land covers all of Umatilla County with the exception of voting precincts one through six (1940 boundaries). The port district extends from approximately 20 miles (32.18 kilometers) east of Milton-Freewater on the eastern boundary to 4 miles (6.43 kilometers) west of Umatilla on the western border. The approximate population of the port district is 45,000.

Port-owned lands include 500 acres (about 200 hectares) of undeveloped land in the *McNary industrial park*. An additional 900 acres (about 360 hectares) of this park have been optioned to

Alumax. The port owns and maintains 5 acres (2.02 hectares) of adjacent land with riparian dock for commercial activities. Twenty-two acres (8.88 hectares) of land are owned by the port near Pendleton on the Umatilla River. This land is primarily undeveloped, but it is near the interstate highway interchange and has adjacent rail facilities.

The port has 10 acres (4.04 hectares) at the Pendleton Airport zoned for light industrial use. Additional port acreages include 16 acres (6.4 hectares) of waterfront adjacent to the Umatilla sewage disposal plant in Umatilla.

The port also operates a small boat marina through a long term lease from the U.S. Army Corps of Engineers. The port rents moorages and also sells gas and associated products from its gas docks. The marina contains 12 covered, 30-foot (9.14-meter) slips at a user charge of \$35 per month, \$350 per year, per slip. Four 30-foot (9.14-meter) uncovered slips also provide income of \$35 per month, \$350 per year. Twenty-two covered 22-foot (6.71-meter) moorages generate \$30 per month, \$300 per year. Four uncovered 22-foot (6.71-meter) moorages are also rented at \$30 per month, \$300 per year. The remaining 48 slips are 18-foot (5.48-meter) uncovered moorages with a charge of \$126 per year (\$10 per month) per slip. Transients are welcome on a space-available basis at \$.15 per foot per day. The covered moorages have water and electrical utilities available.

Additional marina facilities include a floating clubhouse (available to groups on a modest rental basis), comfort station, dry storage for boats, and a four-lane launching ramp, complete with two access piers and car and boat-trailer parking areas. Also provided are complete picnic facilities, including picnic shelters, fireplaces, barbecues, tables, bathhouse building, swimming beach and paved parking area. Five overnight camping spots with power and water are available together with a recreational vehicle sewage-disposal station.

### Financing

The port levies an annual property tax. The 1978 tax rate was \$.16 per \$1,000 assessed value. The 1971-75 tax rate average was \$.32 per \$1,000.

The port has a variety of means by which it generates finances. The port district primarily develops and coordinates development through the preparation and selling (or leasing) of suitable

industrial land and facilities. Budget projections indicate this activity generates approximately 90% of the port's income.

Other income is derived primarily from interest other than on taxes, port facilities, marina income, and miscellaneous income. The largest portion of the port's annual budget of over \$1 million is used for the acquisition and upgrading of industrial sites.

Major activities of the port within the last 10 years in support of economic and industrial development have included assistance in site selection, development, and construction for Pendleton Grain Growers, McNary Grain Elevators, and McKennon Station in Pendleton; Tidewater Barge Lines' 5 million-gallon (18,925-kiloliter) capacity petroleum/fertilizer receiving and transshipment facility to multicounty receivers; and other various interests associated with such activities as potato processing and mobile-home production.

Johns-Manville Pipe Plant and Terminal Ice and Cold Storage Facilities were constructed and equipped through industrial development revenue bond issues of \$4 million and \$2 million, respectively.

The port presently is not receiving any assistance through state or Federal grants.

### Planning

The Port of Umatilla is currently involved in the West County Framework Plan, a citizens' committee effort, which includes most of the port-owned lands. Zoning under the county's comprehensive plan is presently being revised.

Port representatives see future development of the port as calling for extension of the commercial dock area together with paving and railroad extension. Plans for further industrial park development are also included.

Long range marina plans call for the construction of additional moorages, boat and motor sales and service building, boatel/motel/restaurant facility, additional overnight camping facilities, and accompanying restroom facilities.

Port representatives would also like to see future dock developments become more commercially oriented to such services as Ro-Ro (Roll-On, Roll-Off) and Lo-Lo (Lift-On, Lift-Off) facilities and containerization. The port is also actively working on increasing its barge, railroad, and truck transshipment facilities.



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