

2023 - The Year in Review

The past year will be remembered as one of growth for the Port of Lewiston: growth of industry, relationships, staff, infrastructure and impact on the community.

- The Port itself saw a monumental change as longtime manager David Doeringsfeld retired in January after 28 years of service. New General Manager Scott Corbitt started in June, bringing with him almost 30 years of leadership experience. Scott built his team to lead the Port in the future with the addition of Operations Manager Jen Blood in May and Communications Coordinator Mary Iacobelli in July.
- The Port received a \$10 million allocation from Idaho Gov. Brad Little to go toward increasing and improving access to the Port and surrounding region.
- The Port of Lewiston announced a partnership with American Cruise Lines to bring cruise boats and their associated millions of tourist dollars to Lewiston. The partnership will create a dock for cruise ships in the Port, giving Columbia and Snake River cruise routes an ideal stopping point in the Confluence area. The project will also include public access for other recreational activities. The cruise boat dock is expected to be operational for the 2025 cruise season.
- Northwest Fourslide broke ground on their new 43,000-square-foot facility in July. The family-owned manufacturer specializing in precision

stamping and wire forms, is relocating operations from Oregon to the Port, and expects to be open by summer 2024. The ceremony, attended by several local dignitaries and the Mellinger family,

was the culmination of efforts by the Port, Valley Vision and others to



make this move happen. The facility will bring more than 40 employees and families to the community.

The Port expanded its incubator program in 2023, with two new businesses: Infuse & Booze and G&E Spa Essentials, which opened in the spring at the Best Building. In addition and Valley Diesel Works joined the Port as a tenant just last month.

General Manager Corbitt testified before the US House Natural Resources Subcommittee on Water, Wildlife and Fisheries in June at a hearing entitled, “The Northwest at Risk: The Environmentalist’s Effort to Destroy Navigation, Transportation and



Read more, page 2

Infuse & Booze Featured on GMA!



business with Jamie Laybourn. “This is a testament to our passion for creating exceptional infusions for our customers.”

The company, located in the Port’s Seaport Business Center, sells infusion kits to make delicious drinks. They are part of the Port’s incubator program, which helps start-up businesses by providing structured lease rates.

“Our journey has been full of ups and downs, and we always strive to stay true to our values and beliefs. We are grateful to have our warehouse in the Port of Lewiston, which gives us enough space to accommodate our growth and keep up with the constantly increasing demand for our products,” added McCall.



“We take pride in every bottle of Infuse & Booze that we sent out, and we can’t wait to share our unique blends with even more people as a result of our feature on this incredible national platform.”

Check out all of their amazing products on their website at www.infuseandbooze.com.

Infuse & Booze has truly hit the big time! Their products will be featured as a holiday gift idea on Good Morning America tomorrow, December 13, between 7-9 a.m.

“We are thrilled beyond words that Good Morning America has chosen to feature Infuse & Booze,” said Amy McCall, who co-owns the

Year in Review—continued from Page 1

Access to Reliable Power.” More than 400 residents attended the hearing to hear testimony on the issue from a variety of stakeholders from Idaho, Oregon and Washington.

- The Port was honored to host the Washington Association of Wheat Growers’ Lower Snake River Dam System Educational Tour in August. Congressional aides from eight legislative offices were on hand for the bus tour, which aimed to educate about the value of the Lower

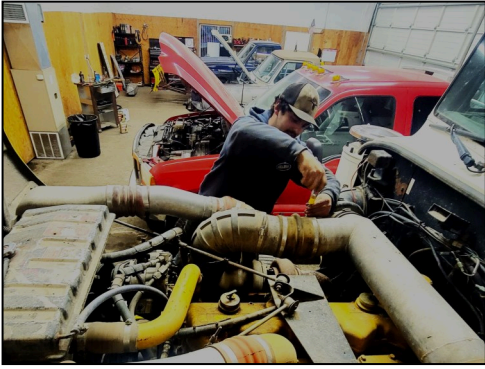


Rep. Fulcher addresses the crowd.

Snake River Dams and commerce. United States Representative Russ Fulcher (ID-01) spoke to the group, which also included several industry representatives, stressing the importance of dams and the river system.

- In 2023 the Port continued to progress with the Middle Mile fiber optic project. Rucon Engineering was selected to design the 95-mile route, and staking is nearly complete. The planned route will place a dark fiber path through Genesee, Waha and Cottonwood. Meanwhile the Port of Lewiston, currently has 52 miles of fiber and 145 internet connections within the city limits. The Port is working closely with internet service providers (ISPs) to maximize usage of the fiber to maximize our region’s connection to a quality, high-speed network.

The Port Welcomes Valley Diesel Works



Braydon Pecora hasn't met a diesel engine he doesn't like—or at least isn't prepared to tinker with.

"I started getting serious about working on diesel engines when I was about 12," said Pecora, a certified diesel mechanic.

He is the owner of Valley Diesel Works, the Port's newest tenant, located at 1920, Building B, 3rd Ave N.

Pecora earned his associates degree in diesel technology and his certification as a diesel mechanic at Lewis Clark State College. The Lewiston resident has stayed busy since then, with word of mouth

quickly getting to those who need a good mechanic.

He has an affinity for V8 diesel engines, mainly because that's what he's worked on most, but is ready to tackle any project. Most recently, it was a 1965 International farm truck that had been idle for quite some time.

"They called me to tell me they made it up the grade," he said. "It was pretty cool."

To reach Pecora at Valley Diesel Works, please call (509) 288-9811.

PNWA Honors Commissioner Klemm

Port of Lewiston Commissioner Jerry Klemm was honored by the Pacific Northwest Waterways Association with its 2023 Distinguished Service Award at the organization's annual conference in October. Jerry, a member of the PNWA Executive Committee who has served the organization since 2009, also received a letter from U.S. Senator James E. Risch (R-ID) congratulating him on the achievement. Pictured right: Jerry with PNWA Executive Director Neil Maunu.



Letter to the Editor



As printed in the Dec. 10, 2023 edition of the Lewiston Tribune

As a Port of Lewiston Commissioner and farmer, I closely follow the latest news on the ongoing mediation process to decide the future of the lower Snake River dams. In all my reading I have somehow missed our local paper's coverage of the blatantly lopsided process that shuts out all input from dam supporters.

For those who don't know, a long-running lawsuit charges that the dams must be removed to save salmon populations. The litigation was paused until mid-December to allow both sides to discuss a proposed agreement "negotiated" by the Biden Administration to

address these issues.

I put "negotiated" in quotes because in this case, "negotiated" means the Biden Administration, via the Federal Mediation and Conciliation Services, worked exclusively and secretly with those who want to breach our dams without allowing dam supporters a seat at the table. Does this sound like a fair, democratic process to you?

Why should this matter to us? Dam breaching would fundamentally devastate the LC Valley, making barge traffic local farmers rely on a thing of the past, damaging vital infrastructure, and severely limiting the hydropower that keeps electrical costs down for

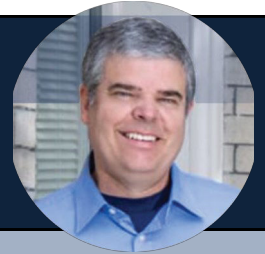
hundreds of Valley residents. This seemingly closed-door policy to opposing views causes me to wonder: Does our community and its economic future matter to the Biden Administration? And why isn't our local paper asking this question?

So, I ask the writers and editors of the Tribune: Don't you think it's time you used your voice to question the complete disregard of your community and its future? As the saying goes, "Democracy dies in darkness." Will you contribute to the blackout or shine the light of transparency and fairness?

**-Joseph Anderson, Commissioner
Port of Lewiston**

IMPACT

General
Manager Scott
Corbitt



As General Manager for the Port, I get asked about the Lower Snake River Dams (LSRD) all the time. Most people are confused or uninformed about the current problematic mediation process (with very good reason!), but at the heart of the issue with the people of North Central Idaho is “Why should I care?” or “Why are the LSRD so important?”

The Lewis Clark Valley is Ground Zero in the ongoing dispute about tearing out the dams. No cities along the Columbia Snake River System would feel the effects of dam removal more than Lewiston and Clarkston. From transportation to tourism to traditional lifestyle, removal of the LSRD would adversely change it all. Gone would be the barging that allows our farmers to bring their crops to the export markets in a timely and cost-effective manner.

Gone would be the tourism dollars from the cruise industry with its huge impact on the ridership through our airport. Gone would be river recreation as we know it with the demise of local marinas, boating, and slack water play. Most of us live in the LC Valley because it is a place where we love to live. What happens if the things we love are lost?

In 1992, the US Army Corps of Engineers experimented with a drawdown of the Snake River reservoirs. This experiment provided a preview of the rivers should the LSRD be removed. We saw a muddy, smelly riverbed littered with dead fish. We saw infrastructure such as water system piping and discharge drains exposed and cracking under their own suddenly unsupported weight. We saw an exposed levy system that was no longer an attractive to

walk and enjoy the beauty of the river.

Proponents of dam removal don't want to talk about this experiment.

They know what is coming and they simply do not care how LSRD removal

will impact us.

Our community must not approach this issue with indifference. We must act on the reality of the possibility of breaching. We know all the things that would be lost with dam removal, but we do not truly know what we would gain. The science does not support the huge gains in salmon survivability that the breachers claim. It is a gamble on our future when there are so many other actions we can take to support salmon: funding hatcheries, addressing predation, finding blocked areas that do not support fish and removing the obstruction, advancing ocean research, addressing climate change issues, habitat restoration, upgrading fish passage facilities, and finding levels of funding adequate to sustain our precious salmon.

To those asking “Why should I care?”, the answer is simple: if you love to live in the LC Valley region, your way of life would be destroyed by removal of the dams. This threat is now more of a genuine threat than at any time during this dispute. The time to care is now and the hopes of dam preservation rest with you. Tell your local, state, and federal representatives how much you care and fight hard to preserve the Lower Snake River Dams.



Lower Granite Dam