

<span style="color: green;">▲</span> <b>DOW</b> 33,446.26 +16.02	<span style="color: red;">▼</span> <b>NASDAQ</b> 13,688.84 -9.54	<span style="color: green;">▲</span> <b>S&amp;P 500</b> 4,079.95 +6.01	<span style="color: green;">▲</span> <b>30-YR T-BOND</b> 2.33% +0.2	<span style="color: green;">▲</span> <b>CRUDE OIL</b> \$59.77 +.44	<span style="color: red;">▼</span> <b>GOLD</b> \$1,740.10 -1.40	<span style="color: green;">▲</span> <b>SILVER</b> \$25.23 +.02	<span style="color: red;">▼</span> <b>EURO</b> \$1.1866 -0.005
---------------------------------------------------------------------	---------------------------------------------------------------------	---------------------------------------------------------------------------	------------------------------------------------------------------------	-----------------------------------------------------------------------	--------------------------------------------------------------------	--------------------------------------------------------------------	-------------------------------------------------------------------

**BRIEFING**

**Shake Shack sets opening for first Oregon restaurant**

Shake Shack, one of the world's best-known burger brands, will open its first Oregon restaurant in Beaverton on April 16, the company announced Wednesday. In December, the company's proposal to turn a former vitamin store across from Powell's City of Books was approved by the city of Portland.

But that downtown location, with its proposed patio, bicycle parking and outdoor pingpong table, was not to be Oregon's first. As first reported by The Oregonian, construction was already underway at the Cedar Hills Crossing shopping complex in Beaverton.

Shake Shack first opened in New York City in 2004, building its reputation on "classic" roadside American fare including burgers, hot dogs, fries and frozen custards, only with higher quality ingredients and plenty of local touches. The chain can be found in around 30 states, as well as other countries including Mexico and Kuwait.

**Grants Pass diner fined \$18K**

A Grants Pass diner was fined almost \$18,000 Tuesday for what state regulators called a "willful" violation of COVID-19 rules.

Oregon Occupational Safety and Health said Gold Miner Restaurant allowed indoor dining on or about Feb. 14 at a time when it was illegal and continued to do so illegally for almost a month, The Grants Pass Daily Courier reported.

The agency says Oregon OSHA Administrator Michael Wood exercised his discretionary authority under state law to issue a \$17,800 fine — double the minimum penalty for such a violation. A fine of \$100 also was issued for a mask violation.

During the inspection, the restaurant's owner, Nancie Bowers, said she was aware that allowing indoor dining during the extreme risk period went against workplace health requirements, the news release said.

It wasn't immediately known if the restaurant owner plans to appeal the fine.

**Many Americans gain coverage**

More than a half million Americans have taken advantage of the Biden administration's special health insurance sign-up window keyed to the COVID-19 pandemic, the government announced Wednesday in anticipation that even more consumers will gain coverage in the coming months.

The reason officials expect sign-ups to keep growing is that millions of people became eligible effective Apr. 1 for pumped-up subsidies toward their premiums under President Joe Biden's coronavirus relief legislation.

The special sign-up opportunity for Affordable Care Act plans will be available until Aug. 15.

With the number of uninsured Americans rising during the pandemic, Biden reopened the law's health insurance markets as a backstop.

— Bulletin wire reports

**OREGON | PRESCRIPTION DRUGS**

## Bill would put state out front of price control

BY HILLARY BORRUD  
The Oregonian

A bipartisan group of Oregon lawmakers is backing a proposal to tackle unaffordable prescription drug prices that would go further than any other state in the nation.

Several legislatures around the country are considering or have looked into similar proposals to create drug-pricing boards this year, based on

a milder version Maryland passed in 2019.

The possibility that the Oregon Legislature could vote on such a plan has attracted national political spending for and against it, most visibly in the form of digital and print ads paid for by the pharmaceutical industry.

Drug pricing control "hasn't happened at the federal level so states are saying, 'Let's do

something here, what we can,'" said Sen. Deb Patterson, a first-year Democrat from Salem and one of four sponsors of the bill. "Health care continues to be one of the most expensive parts of people's budgets."

Senate Bill 844 would create a state Prescription Drug Affordability Board with the power to set upper limits on how much Oregon buyers would be allowed to pay for

particularly high-priced drugs. Payment limits would apply throughout the health care system, from wholesalers and pharmacies to physicians, hospitals and nursing homes, according to another bill sponsor, Rep. Rachel Prusak, a Democrat from West Linn. For patients, the proposal could reduce what they pay for high-priced drugs.

If insurers, pharmacy benefit

managers or individuals want to opt out of the payment limit for a drug, the proposal would allow them to do so. Bill language instructs the board to set up "a simple process" to allow opt-outs.

Lawmakers were scheduled to vote Wednesday afternoon on whether to move the bill out of committee and send it the full Senate for a vote.

See **Prescriptions** / A12

# River cruises thrive on the Mississippi



Barb Gonzalez/For The Bulletin, file

Passengers stand on the bow of the SS Legacy looking over the navigation lock at the Bonneville Dam in 2016. The American Queen Steamboat Co. may add a cruise on the Columbia and Snake rivers.

BY FRAN GOLDEN • Bloomberg

**O**n the fancy new 245-passenger American Countess riverboat, passengers sip complimentary mint juleps on a top deck, masks wrapped around their wrists like bulging bracelets, while the ship's big, red paddle wheel churns through the Mississippi. It's a post-pandemic sight to behold — even if these are not quite post-pandemic times.

Still, its mere occurrence puts John Waggoner, founder and chief executive officer of the four-ship American Queen Steamboat Co., in the catbird seat as far as the cruise industry is concerned.

On long, white-and-red-painted boats with open decks, decorated with fanciful Victorian-style ginger-

bread trim, Waggoner sells hardcore Americana that's steeped in U.S. history. It's a hot product under the current circumstances, he says.

"There's a big push to buy in America," Waggoner said in an interview. "So: U.S.-flagged vessels, built in America, manned by U.S. employees. I think there's a big move

towards that."

There's also the fact that he's allowed to operate while much-larger competitors cannot, including Royal Caribbean International, Carnival Cruise Line, even mega-river cruise line Viking River Cruises. Since the cruise industry shut down in March 2020, the U.S. Centers for Disease

Control and Prevention has blessed only cruise ships carrying fewer than 250 passengers and crew. Waggoner's four ships are among few of these in the U.S., making them a rare option for millions of American cruise lovers who are otherwise stuck in a holding pattern.

See **Cruises** / A12

## Nike contractors file \$100M in liens over expansion

BY JEFF MANNING  
The Oregonian

A host of construction companies and design firms have filed liens against Nike and its general contractor alleging they've been short-changed as much as \$110 million for work performed on the company's mammoth campus expansion near Beaverton.

At the top of an extraordinary list of disgruntled companies is Hoffman Construc-

tion, Nike's go-to contractor for decades. It says Nike owes it more than \$48 million.

Skylab Architecture, another favorite of Nike, alleges it has not been paid \$7.1 million.

"I think what is extraordinary here is that if you looked at the people involved in this project, you have some of the all-stars of Oregon construction," said Darien Loiselle, a construction lawyer with Schwabe Williamson Wyatt.

"The key question is, why would so many of these all-stars have similar problems getting these buildings built and then getting paid what they're owed?"

Loiselle is representing Skylab in this case.

Nike's headquarters expansion is one of the largest construction projects in state history. It took six years to plan, design and build the four new structures on site.

See **Nike** / A12



This photo provided by Nike shows a portion of its world headquarters in Beaverton.

Nike