

TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
Attendance	Commissioner/Staff Present: Port Commissioners (PCs) James Herman, William Schmitt, Wayne Vinyard; Executive Director (ED) Marc Thornsbury; and Administrative Assistant/Port Auditor (AA/PA) Margie Ziegler. PC/Staff Absent: None. Guests Present: Jill Vacek, Insitu.	Meeting called to order by PC Vinyard at 4:35 PM.
<p>Administrative Matters Approval of Minutes</p> <p>Approval of Vouchers</p>	<p>Minutes – April 19, 2016</p> <p>Vouchers – April 25, 2016, #26543-26548, \$24,051.46.</p> <p>Payroll Vouchers – May 05, 2016, #26549-26550, #D11499-D11513, \$11,538.05.</p> <p>Vouchers – May 16, 2016, #26553-26577, \$18,807.34.</p> <p>Payroll Vouchers – May 20, 2016, #26551-26552, #D11514-D11520, \$9,902.81.</p> <p>Vouchers – June 2, 2016, #26580-26595, \$10,635.65.</p> <p>Payroll Vouchers – June 6, 2016, #26578-26579, #D11521-D11535, \$11,862.49.</p> <p>Vouchers – June 14, 2016, #26598-26612, \$18,547.00.</p> <p>Payroll Vouchers – June 20, 2016, #26596-26597, #D11536-D11542, \$10,224.96.</p>	<p>PC Schmitt M to approve the minutes as corrected, PC Herman S, MP 3-0.</p> <p>PC Herman M to approve the vouchers, PC Schmitt S, MP 3-0.</p>

<p>Administrative Matters cont... Resolution 3-2016 Water Loss Credit Policy - Revision</p>	<p>ED Thornsbery said the PC should consider revising its water loss credit policy to address situations where a leak may begin in one billing period and remain undiscovered until the bill showing the water loss is received in the next period or where the leak is discovered sufficiently late in one billing period that it cannot be reasonably repaired until the next period.</p> <p>Thornsbery explained that Section 3(a) of the policy would need to include appropriate language to account for the special cases described and presented a new resolution containing language that would allow up to a two month water loss credit under such conditions.</p>	<p>PC Schmitt M to approve revision to Resolution 3-2016, PC Herman S, MP 3-0.</p>
<p>Old Business DIP Surface Mine Expansion</p>	<p>ED Thornsbery stated the cultural survey had identified several historic and pre-contact sites. Thornsbery explained that the Port could relocate the mine boundary to avoid these sites or it could it could pay an estimated \$20,000 to \$25,000 to have the sites mitigated/curated now and avoid having to do so it when the property is later targeted for development.</p> <p>PC Schmitt said he believed there was no point to waiting and the Port should go ahead and conduct the mitigation. PC Vinyard stated that if the Port invests the time and effort now, it can show respect for the historic and cultural aspects of the area and give the Port the ability to respond to opportunities for the future development. PC Herman agreed with Vinyard and expressed concern that the Port could spend a lot of money just altering boundaries and creating islands to encompass the sites.</p>	<p>PC Schmitt M to direct ED Thornsbery to execute the completion of the cultural survey for up to \$30,000, PC Herman S, MP-0.</p>
<p>Columbia Hills RV Park Water Service</p>	<p>ED Thornsbery asked the PC to clarify its position regarding the long-term supply of Port water to the Columbia Hills RV Park adopted at the previous PC meeting. Discussion followed regarding avoiding permanent residential use, the current number of RV sites, limits on the quantity of water used, the application of water rates, irrigation use, and water service termination.</p>	<p>By consensus, the PC clarified that the Port would provide water to the RV Park for up to a maximum of 100 sites.</p>

<p>New Business SR-35 Bridge Funding Support</p>	<p>ED Thornsbery explained that the Port of Hood River will likely seek the allocation of state and local funds in support of the next step in planning for replacement of the SR-35/Hood River Bridge and briefly described the history of the project and the bridge fund created by the Port of Hood River. Thornsbery asked the PC to consider how staff should respond to such a request so the Port can act quickly. Thornsbery presented several options including full support, qualified support, and no support. Discussion followed regarding concerns the PC has expressed in the past related to the collection and use of bridge tolls.</p> <p>PC Schmitt said he would like the new bridge to be owned by the states of Washington and Oregon. PC Vinyard expressed surprise that more money has not been put into the bridge fund. Thornsbery described how the Port of Hood River could create a plan to gradually eliminate the use of bridge revenues for other purposes. Thornsbery explained that the general fund use of bridge revenues has allowed the Port of HR to maintain a very low tax levy rate and that a substantial increase in the Port of HR bridge fund can occur only if a greater percentage of toll revenue is dedicated to the fund.</p>	<p>By consensus, the PC directed staff to support replacement of the bridge conditioned on ownership by one of the states, the implementation of a plan to incrementally dedicate all bridge revenue to an operating and reserve fund over five years, and the agreement of a regional or state transportation agency to act as the coordinating agency for the overall project.</p>
<p>DIP Recreation Plan</p>	<p>ED Thornsbery explained that the Port currently has no recreation plan for the Dallesport Industrial Park (DIP) and presented a concept that could be used as the basis for such a plan. Thornsbery asked the PC if there is interest in incorporating some recreation elements in the next round of planning for the DIP. PC Schmitt pointed out that the DIP is not the same as the Bingen Point Business Park (BPBP) and there are other things the Port should spend its time and money on such as paving Dock Road. PC Herman wondered about enlisting a volunteer group to do the work.</p> <p>Thornsbery explained there is no expectation of any immediate or near-term work and that the question is whether the Port should include some limited recreation elements in its long-term planning for the DIP.</p>	<p>By consensus, the PC tabled the DIP Recreation Plan until the next meeting.</p>

New Business cont...
DIP Recreation Plan cont...

Thornsbury noted that without proper planning, if the Port were to later find it advantageous or necessary to add recreation elements, it could find that development during the interim has precluded them or made them more costly to effect. Thornsbury cited the example of the plans for boat parking at Marina Park and noted that although the Port made no commitment to provide boat parking, it did make plans for it so that adjacent industrial development did not preclude, or make unnecessarily difficult, its future construction.

PC Vinyard cautioned that the DIP is an industrial site and tenants may not want the public going through the area and causing security issues. Vinyard noted that the existence of Sailboard Park as a point of interest was the driver behind planning for recreation elements at the BPBP and warned that trails around heavy industrial sites may not be a good idea. Vinyard expressed his belief that there might be an opportunity to make a connection with Joe's lake, but felt a trail system throughout the industrial park would be unsuitable.

Herman stated that Spearfish Lake and Hess Park already provide recreation in the area. Herman said if he had a business up there he would not like a lot of people wandering around. Herman said we should not promote and encourage recreation in DIP. Vinyard expressed concern that the river would be the primary attraction and this would encourage people to cross the railroad tracks.

Thornsbury said any assumption that recreation activities would take place at the DIP only if such plans were developed would be in error and reminded the PC that substantial recreation use already occurs at the DIP and has for years. He added that the well-worn paths crisscrossing the DIP give evidence of this use and cautioned the PC against confusing unplanned and unmanaged use with no use. Thornsbury suggested that a well-planned trail system could improve, rather than diminish, safety.

<p>New Business cont... DIP Recreation Plan cont...</p>	<p>Thornsbury talked about adjusting setbacks to make room for some trails and the possibility of connection with a larger plan that might include the Columbia Gorge Regional Airport and the U.S. Army Corps of Engineers. Schmitt expressed skepticism regarding the concept, but indicated he would like to perform an on-site assessment. Herman reiterated that he felt there was no reason to build any trails at this time.</p>	
<p>Cross Connection Control Policy</p>	<p>ED Thornsbury presented information on state requirements for cross connection control in public water systems and explained that for "non-community" water systems such as the Port's, a commercial facility only needs a backflow prevention device if a cross-connection control specialist (CCS) finds that a cross-connection hazard exists. Thornsbury added that water system operators often require all commercial/industrial water connections to have an air gap or reduced pressure backflow assembly to avoid having to determine if a backflow prevention device is necessary and pointed out that this is the Port's current policy.</p> <p>Thornsbury stated that over the years, the Port has received complaints from users that believe their facility presents no cross-connection hazard and, as a result, they should not be forced to install a backflow prevention device and have it annually tested. Thornsbury suggested that the PC could alter its policy so that a commercial/industrial user could choose to either install an appropriate backflow prevention device and have it annually tested or hire a CCS to conduct a cross-connection hazard assessment and then have an appropriate backflow prevention device installed if the CCS determines one is required.</p> <p>PC Schmitt stated his belief that such a policy would be reasonable. PC Vinyard asked if an evaluation would have to happen each year if there is no change in the use. Schmitt remarked that if a customer only has a washroom, they would not need a backflow prevention device. Thornsbury explained that evaluations would have to be conducted on a regular schedule such as every five years so that a cross-connection</p>	<p>By consensus, the PC directed ED Thornsbury to revise the Cross Connection Control Policy resolution and allow customers to either have a cross-connection control specialist determine if a health hazard exists and at what level or install a backflow prevention device adequate for a high health hazard and have it tested annually.</p>

<p>New Business cont... Cross Connection Control Policy cont...</p>	<p>hazard resulting from an unreported change in use is not allowed to continue unaddressed. Vinyard said his goal is to ensure protection of the water system and express concern that a single customer could create a health hazard and cause other customers to be without water.</p>	
<p>July Meetings</p>	<p>ED Thornsby said he is unlikely to have the information necessary for the July 5 meeting in time and suggested holding one meeting on July 19.</p>	<p>By consensus, the PC agreed to cancel the July 5 meeting.</p>
<p>Dock Road Maintenance</p>	<p>ED Thornsby noted that the condition of Dock Road east of the railroad crossing continues to deteriorate in spite of previous grading by Klickitat County Public Works and asked the PC if and how staff should address the issue. PC Schmitt said an individual involved in the original construction of the road reported that round rock was used throughout and not just on the surface.</p> <p>Schmitt stated that it would be interesting to hear Wayne Trosper's (KC Public Works) opinion on what could be done and expressed his belief that a chip seal laid by Klickitat County would be an effective surface. Thornsby said he would like confirmation that the road base is predominantly round rock. Schmitt said he would contact Trosper about the road. Thornsby said he would talk with the Port's engineer and investigate alternatives and their costs.</p>	
<p>Executive Director's Report DIP Rock Exporting</p>	<p>ED Thornsby said investigation of potential jetty rock exporting from the Dallesport Industrial Park continues to proceed and that the Port's engineer has determined the bridge over the BNSF tracks and the barge dock can handle the projected weight, with minor restrictions. Thornsby stated that inspections of the tie rods holding the dock face in position should be done every five years and he will ask the engineer how such inspections could be performed.</p> <p>Thornsby explained that stormwater and bark management are issues that will need to be addressed and noted that organic material will need to be cleaned out of the staging area. Thornsby described how the Port</p>	

<p>Executive Director's Report cont... DIP Rock Exporting cont...</p>	<p>of Olympia requires log export companies to sweep the dock at the end of each day. Thornsbery reminded the PC that improvements to address stormwater will occur within 200 feet of the shoreline and will require a shoreline permit.</p> <p>Schmitt stated his belief the Port should start talking to the log yard about cleaning up the staging area. Thornsbery remarked that the Dallesport Log Yard (DLY) had reported that for over a year the waterfront has been subject to on-site inspections by a person from the Wash. Dept. of Ecology (DOE). He added that concrete blocks had been placed around the perimeter of the dock by the DLY without approval from the Port and that they were reportedly being used to prevent bark from entering the water.</p> <p>Thornsbery said that he would be working with the Port's engineer to develop an appropriate, phased plan to address stormwater. PC Vinyard said that barge scheduling needs to start happening. PC Herman said it has not been an issue because there has only been one barge dock user. PC Schmitt said he believed the PC had previously made it clear to the DLY that they would need to clean up the bark.</p> <p>Thornsbery said the rock exporter may bring the jetty rocks in by rail or by truck. Vinyard reminded the PC of the incompatibility of bark and crushed rock, but noted that boulders would not pose the same problem. He added that the Port needs the staging area cleaned, stable, and solid. Schmitt noted that the Port can't have them sweep the area each day if it is not paved. Herman suggested dedicating the monies earned from rock exporting to dock and adjacent property improvements. Discussion followed regarding the impact of tracked equipment on the barge dock surface.</p>	
<p>Permit BPT</p>	<p>ED Thornsbery explained that he is still waiting for a call from Ecology regarding the wetland area and that we may not need an in-water permit.</p>	

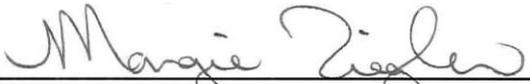
<p>Executive Director's Report cont... Permit BPT</p>	<p>Thornsbury said BNSF and Ecology are an issue on the northeast corner but we may have a solution for that. Thornsbury said we are waiting for approval from Ecology and the plans will be submitted to the county. As soon as it's done we will go out for bid before the end of July for work on Bingen Point Lots 4, 5, 16, 19, 20, 21, and 22.</p>	
<p>RAMCo</p>	<p>ED Thornsbury noted that delisting of the RAMCo Disposal Site is in the public comment period which will end June 24, 2016.</p>	
<p>Samples</p>	<p>ED Thornsbury showed examples of the flooring, wall board, and cove base to be used in the remodeling of any Port restroom.</p>	
<p>Commissioners Reports</p>	<p>PC Schmitt said he attended the recent MCEDD meetings and explained that the board will likely be expanded to allow for expansion of the District to include Gilliam and Wheeler counties in Oregon.</p> <p>PC Herman said he was not able to attend the SWRTC meeting. Thornsbury said he did attend the meeting.</p>	
<p>Public Comment</p>	<p>Jill Vacek, Insitu, said she is now working in the government relations for Insitu. She said it was educational attending the meeting.</p>	
<p>Executive Session – 30 Minutes To Consider the Selection of a Site or the Acquisition of Real Estate</p>	<p>PC Vinyard called an Executive Session at 7:15 PM to consider the selection of a site or the acquisition of real estate pursuant to RCW 42.30.110(1)(b) for a period of thirty minutes.</p> <p>At 7:45 PM Vinyard adjourned the executive session. No action was taken in the executive session.</p>	
<p>Slideshow</p>	<p>ED Thornsbury presented the new facility and property listings on the Port's website. He also showed photos of potential recreation sites in and near the Dallesport Industrial Park and photos of the barge dock and staging area. The PC expressed concern regarding the installation of concrete blocks on the dock, the stockpiling of bark on the staging area, and the presence of trash and debris at the northeast corner of the dock. ED Thornsbury stated he had attended a Bingen Point Emergency</p>	

Slideshow continued...	Response Plan meeting and explained that he has some concerns he will bring to the attention of the consultant.	
Adjournment	PC Vinyard adjourned the PC Meeting at 8:11 PM.	

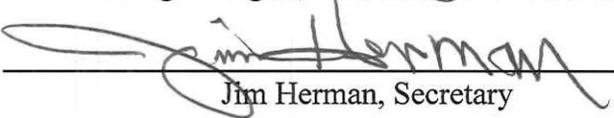
Approved on July 19, 2016
 (Date)



 Marc Thornsbury, Executive Director



 Margie Ziegler, Administrative Assistant



 Jim Herman, Secretary