


TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
Attendance	Commissioner/Staff Present: Port Commissioners (PCs) James Herman (via teleconference), William Schmitt, Wayne Vinyard; Executive Director (ED) Marc Thornsburry; and Administrative Assistant/Port Auditor (AA/PA) Margie Ziegler. PC/Staff Absent: None. Guests Present: Tammy Kaufman, Insitu.	Meeting called to order by PC Vinyard at 4:31 PM.
Administrative Matters Approval of Minutes Approval of Vouchers	Minutes – February 28, 2017 Payroll Vouchers – March 6, 2017, D11717-D11730, #26915, \$9,581.42. Vouchers – March 9, 2017, #26916-26933, \$12,731.53. Payroll Vouchers – March 20, 2017, D11731-D11736, #26934, \$8,490.80. Vouchers – March 28, 2017, #26935-26945, \$2,066.46. Vouchers – April 4, 2017, #26947-26954, \$10,173.11. Payroll Vouchers – April 5, 2017, D11737-D11749, #26946, \$10,013.75.	PC Schmitt M to approve the minutes, PC Herman S, MP 3-0. PC Herman M to table approval the vouchers to next PC meeting, PC Schmitt S, MP 3-0.
Old Business TAP Grant Use for Paths	ED Thornsburry provided additional information regarding the availability and use of Transportation Alternative Program (TAP) grant funds as requested by the PC. PC Herman expressed concern that future construction of the overpass to Bingen Point could impact the east end of a walking path along Marina Way. Thornsburry stated that the impact of the overpass, if any, will not be known until a final design is selected later this summer. He added that he felt such an impact was unlikely.	By consensus, the PC directed staff not to apply for TAP grant funds and to continue work on the Marina Way walking path.

<p>Old Business continued... TAP Grant Use for Paths continued...</p>	<p>Herman suggested that the Port ignore the grant and continue work on the path and wondered whether Klickitat County might apply for, and be awarded, TAP funds. PC Schmitt pointed out that applying for the grant would cause delay and could result in higher construction costs. PC Vinyard reminded the PC that the safety issues prompting the path work are present now. Schmitt added that the PC had committed to constructing a path this year and expressed his belief the Port should continue without the distraction and delay involved in applying for TAP grant funds.</p>	
<p>DIP Surface Mine Expansion</p>	<p>ED Thornsby explained that, as part of the development of a phased mining plan, test pits were dug east of the existing mine at the top of a large rock bluff. Thornsby noted that it was assumed the rock face extended northward with minimal surface soils, but the test pits—some of which were 25 feet deep—found only sandy soil, indicating that what exists behind the rock face may be largely sand deposits, rather than solid rock as expected.</p> <p>Discussion followed regarding the need for further investigation and the prospects for removing the sandy soil and using it elsewhere as fill before mining any rock remaining underneath it. PC Vinyard asked if the material was adequate for fill. Thornsby said it is the same type of soil that is found throughout Dallesport and reminded the PC that moving the sand will not generate any revenue to offset the cost of doing so. Vinyard noted that using this material for fill would cost less than any alternative fill from a source outside the industrial park.</p> <p>Thornsby explained the existing rock face and soil behind it could be left in place as a building site, but would require additional utility work due to the difference in elevation. He added that current planning work needs to be consistent with the reclamation plan and the Port's goals for future development. PC Schmitt suggested having a borehole drilled to determine the materials existing deeper than 25 feet below the surface.</p>	

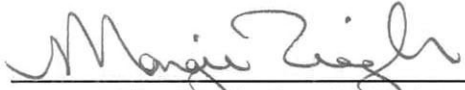
<p>Old Business continued... DIP Surface Mine Expansion continued...</p>	<p>Schmitt said that if there is aggregate below the sand, he would prefer to move the sand and let the aggregate underneath pay for it. Schmitt added that in the short term, mining should occur in areas where aggregate is known to exist. Thornsbery noted that taking out the rock bluff would result in a single large lot for a potential future tenant.</p> <p>PC Vinyard urged staff to include the area within the mine expansion boundary in the event the Port later decides to mine the bluff. PC Herman cautioned against using the soil for fill until it is necessary and argued that DIP Lot 22 should be left unfilled so the Port can accept free fill material in the future. Thornsbery said he will meet with the Port's engineer to come up with quantity estimates and come back to the PC at a future meeting.</p>	
<p>New Business BPBP Lot 14 New Lease</p>	<p>ED Thornsbery explained that a transaction involving the improvements on Bingen Point Business Park Lot 14 is being financed and the lender has asked for changes to the lease to protect its interests, necessitating a new lease. Thornsbery noted that except for the lender protections, the new lease will be substantially the same as the prior lease, including the same rent, extension options, and expiration date. He added that because of its long term, the PC should have the opportunity to ask any questions or object. PC Schmitt asked if staff had any concerns with the requested changes. Thornsbery replied that only changes that did not represent a significant risk to the Port's interests would be accepted.</p>	
<p>Elimination of Rural Economic Development Funding</p>	<p>ED Thornsbery explained that under the proposed White House budget, a number of programs that fund economic and community development in rural communities would be substantially reduced or eliminated and asked if the PC would like to send a letter supporting their continued existence and funding.</p> <p>PC Vinyard said the Port has used these funds in the past and Thornsbery added that monies from one of the agencies to be eliminated, the Economic Development Admin. (EDA), funded much of the early</p>	

<p>New Business continued... Elimination of Rural Economic Development Funding</p>	<p>development of the Dallesport Industrial Park in the early 1970s. PCs Schmitt and Herman acknowledged the value of these programs in the past, but did not express support for a letter, noting that in order to reduce the federal budget, cuts had to be made somewhere.</p>	
<p>Community Pride</p>	<p>ED Thornsby said the Port had received a request to use its backhoe for the Community Pride event and explained the issues involved including the position of the State Auditor's Office concerning gifting and support for programs not related to a port's mission. Thornsby explained that the Port could lend the backhoe to the city of Bingen, if it is involved, under the umbrella of intergovernmental cooperation.</p> <p>PC Schmitt expressed support for offering the equipment to the city of Bingen and reservations regarding the Port's ability to legally do so to a private group. PC Vinyard noted that lending equipment to one group would make it difficult to say no to another and, as a result, the Port should take care before opening the door. AA/PA Ziegler reported that David Spratt, City of Bingen Maintenance, said the city's backhoe was not suitable because it does not have a thumb for lifting and that he would be the sole operator.</p>	<p>By consensus, the PC directed staff to allow use of the equipment by the city of Bingen.</p>
<p>Executive Director's Report</p>	<p>Nothing.</p>	
<p>Commissioners Remarks</p>	<p>PC Schmitt stated he and PC Vinyard attended a joint meeting with the County Commission and expressed his opinion it was a good meeting. PC Vinyard added that he believed the meeting was worthwhile, but suggested ED Thornsby should have been included so that specific questions could have been answered in greater detail.</p> <p>PC Schmitt reported that County Commissioner David Sauter stated the new railroad overpass to Bingen Point would be owned by Klickitat County. PC Vinyard noted the CC said they felt the Port was not supportive of the overpass, and Vinyard added the Port may not be the owners of the property where the overpass is ultimately constructed.</p>	

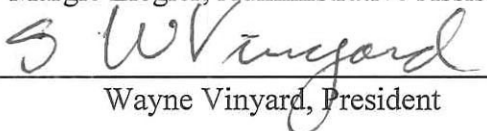
Commissioners Remarks continued...	PC Vinyard said he attended the meeting with TIP Strategies to review the draft of the Klickitat County Economic Development Plan.	
Public Comment	<p>Tammy Kaufman, Insitu, asked about the walking path at Bingen Point. PC Vinyard explained that safety was the primary concern and talked about the need to get the people off the road and away from the speeding traffic. PC Schmitt noted the path will be paved, but the row of trees will have to be removed to provide room for equipment.</p> <p>Kaufman noted deterioration of the gravel road at the east end of Bingen Point Way. ED Thornsburly explained the Port has repaired the road several times, but excessive vehicle speeds have caused the repairs to quickly fail. Thornsburly said he will look into what can be done when the Port is back to a full maintenance staff and suggested Insitu instruct their employees to slow down so that any repairs made will last.</p> <p>AA/PA Ziegler reminded the PC that Lot 34 is also accessible from the south off Columbia River Way. Schmitt noted that Bingen Point Way didn't exist when he was first on the Port Commission and added that Insitu's temporary building has resulted in increased vehicle traffic in an area that was not designed for it.</p>	
Adjournment	PC Vinyard adjourned the PC Meeting at 5:26 PM.	

Approved on May 16, 2017
 (Date)


 Marc Thornsburly, Executive Director



 Margie Ziegler, Administrative Assistant



 Wayne Vinyard, President