

TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
Attendance	Commissioner/Staff Present: Port Commissioners (PCs) James Herman, William Schmitt, Wayne Vinyard; Executive Director (ED) Marc Thornsburry; and Administrative Assistant/Port Auditor (AA/PA) Margie Ziegler. PC/Staff Absent: None. Guests Present: Darrin Eckman, Tenneson Engineering; Tammy Kaufman, Insitu; Ken Park, <i>The Enterprise</i> .	Meeting called to order by PC Vinyard at 4:30 PM.
Administrative Matters Approval of Minutes Approval of Vouchers	Minutes – March 20, 2018 Vouchers – April 5, 2018, #27322-27333, \$18,297.65. Payroll Vouchers – April 5, 2018, #D11991-D12004, #27321, \$11,066.13. Vouchers – April 19, 2018, #27335-27349, \$56,375.22. Payroll Vouchers – April 20, 2018, #D12005-D12010, #27334, \$9,088.74.	PC Schmitt M to approve the minutes, PC Herman S, MP 3-0. PC Herman M to approve the vouchers, PC Schmitt S, MP 3-0.
Old Business BPBP Lot 14 Expansion	ED Thornsburry presented proposed boundary adjustments for lots 14, 17, and 18 that would expand Lot 14 and explained these could be included in the next update to the binding site plan if approved. Darrin Eckman, Tenneson Engineering, presented several possible alternatives for relocating the sanitary sewer main running along the current Lot 14/17 boundary and addressed the factors and issues involved with each of the options. Discussion followed regarding the advantages and limitations of each option.	

Old Business cont...
BPBP Lot 14 Expansion cont...

Eckman explained that option 1 (running from the manhole at 110 Bingen Point Way to the manhole at the north end of Spruce St.) was not viable as it had insufficient slope for proper pipe cleansing and would simply move the main from one parking area to another. He added that option 2 (running from the manhole at 1211 Bingen Point Way to the manhole at the north end of Spruce St.) would have adequate slope, but its value would be limited since it would also run through another parking area.

Eckman continued with option 3 (running from the manhole at 154 Bingen Point Way to the manhole at the north end of Spruce St.), stating that it would have a marginally better slope than option 2, but may not be suitable due to the significant additional cost resulting from the greater distance and the relocation of the main in another parking area. He added that option 4 (running from a new manhole at the south end of the utility corridor to the manhole at the north end of Spruce St.) would have virtually no slope and, as a result, would not be viable.

Eckman explained that option 5 (running from the manhole at 154 Bingen Point Way northwest into Bingen Point Way and then west to the manhole at the north end of Spruce St.) would have adequate slope with a location in the road instead of a parking area. He added this would also be the most expensive alternative due to the distance and additional manholes.

Eckman addressed option 6 (running between existing manholes in the west harbor utility corridor and Larch St. south of the new Lot 14 southern boundary), noting that this might be the least expensive alternative, but could end up running through a parking area since it would bisect the new Lot 18. He added that option 7 (running between two new manholes in the west harbor utility corridor and Larch St. along the new Lot 14 southern boundary, would avoid the problem with option

<p>Old Business cont... BPBP Lot 14 Expansion cont...</p>	<p>6, but would require two new manholes at additional cost and leave the main running inside property rather than along a road.</p> <p>PC Herman remarked the Port would be better off leaving the main in place rather than paying to move it under another parking lot. He also asked about extending the sewer line north through the west harbor utility corridor and connecting to the sanitary sewer main on Marina Way. PC Vinyard added this would be less disruptive to tenants. Thornsbery noted an extension to the north would ultimately run under the future boat parking area for Marina Park. PC Schmitt expressed his belief that the risk of needing to tear up a future boat parking lot would be more tolerable than the risk of tearing up Bingen Point Way.</p> <p>Thornsbery stated option 5 would be the best alternative as it would address all of the potential problems, but noted it would also be the most expensive option. He added that extending the main north along the utility corridor could get expensive because of the greater distance. Herman said he would like to see the cost difference between leaving the main in its current location and options 2 and 5. Thornsbery suggested option 2 would not offer enough benefit given its cost and its location in a parking area. Eckman said he will develop a cost estimate for option 5.</p>	
<p>BPBP Road Turning Radius</p>	<p>ED Thornsbery reminded the PC of the BPBP road turning radius discussion that occurred during a prior PC meeting. Darrin Eckman, Tenneson Engineering, presented drawings of new corners where Larch St. intersects with Marina Way and Bingen Point Way, noting that the calculations used were based on the “WB67” standard which is equivalent to a 53 foot long container carried by a truck and trailer. Eckman showed the potential impact of the new corners on adjacent lots.</p> <p>Thornsbery reminded the PC that, at present, trucks carrying 45 foot containers are typical with the occasional presence of 53 foot containers. He also noted the presence of utility cabinets at the southwest corner of</p>	

<p>Old Business BPBP Road Turning Radius</p>	<p>Bingen Point Way and Spruce St. as well as light poles at other corners. PC Schmitt noted it would only take one of the latter in the wrong lane to cause damage. Eckman cautioned that while the transport of 45 foot containers may be typical now, that might not be the case in the future. He also warned that wide throat intersections can cause driver confusion because the added asphalt pushes stop signs some distance from the travel lane and suggested the Port consider additional striping. Eckman added that the existing culverts would need to be extended with sleeves.</p> <p>PC Schmitt said we should prioritize which corner gets corrected first and suggested the southwest corner of Marina Way and Larch St. should be the highest priority. Eckman suggested intersection repairs be included in other future projects involving asphalt work to reduce mobilization costs. PC Schmitt concurred stating the intersections need not be fixed all at once, but one should be added to each future project until all are completed. Eckman said he will look at the location of the existing utilities at the northeast corner of Lot 24 and look at designs for a truck and trailer carrying a 45 foot container.</p>	
<p>New Business Award Real Estate Appraisal Services Contract</p>	<p>ED Thornsbury said the Port received one response to the appraisal request for quote and it improperly added qualifications that resulted in its disqualification. Thornsbury said he will alter the request for quote and send it out again.</p>	
<p>Award Groundskeeping Services Contract</p>	<p>ED Thornsbury presented the results of the groundskeeping services bid as follows: Landmarks at \$4,000/month, FLI Landscape at \$1,245/month, and Columbia Gorge Landscape at \$1,650/month. Thornsbury said FLI was the apparent low bidder at a slight increase from the current contract amount.</p>	<p>PC Schmitt M to direct ED Thornsbury to enter into a contract with FLI for groundskeeping services, PC Herman S, MP 3-0.</p>
<p>SR-35 Bridge Replacement Advisory Group</p>	<p>ED Thornsbury presented a form letter sent by the Port of Hood River (PoHR) to PC Vinyard along with the cities of Bingen and White Salmon and the Klickiat County Commission, asking the four entities to appoint a representative to serve on a “bridge replacement advisory group” for</p>	<p>By consensus, the PC directed ED Thornsbury to sign the proposed letter.</p>

<p>New Business cont... SR-35 Bridge Replacement Advisory Group cont...</p>	<p>the new SR-35 bridge. Thornsbury also explained the proposed organizational chart that was included with the letter.</p> <p>Thornsbury said representatives of the four parties met to discuss the best way to respond to the letter and that a draft letter had been composed at the meeting declining to participate in the advisory group. Thornsbury added each entity had a copy of the draft letter for approval at their next council or commission meeting.</p> <p>PC Schmitt said the letter should be sent. PC Vinyard said the letter states our concerns as described in the resolutions adopted by the four entities and asked about the Region 1 ACT. Thornsbury said it is Oregon's version of the Southwest Washington Regional Transportation Council (SWRTC). Vinyard asked why the SWRTC was not shown on the chart. Thornsbury speculated it might be due to the fact the SWRTC has a contractual agreement with PoHR to assist in completing the final environmental impact statement.</p> <p>PC Herman said that as the Klickitat County representative on the SWRTC board, he was able to vote on the approval of that contract. Herman noted that whoever partners with the PoHR might be asked to share the cost of decommissioning the old bridge. He added that we were asked to endorse a toll increase to form a bridge replacement fund, but that looking at the 2016/2017 FY PoHR's financials, the balance of that fund increased \$1 over the prior year. Vinyard questioned how the PoHR intends to fund decommissioning the old bridge. Thornsbury speculated that decommissioning would almost certainly have to be bundled with the costs to construct the new bridge.</p> <p>Vinyard expressed the feeling the PoHR misled the public and the Port concerning the use of toll increases and stated he did not want to be led astray again. Thornsbury said that in 2004, former Bingen mayor Brian</p>	
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<p>New Business cont... SR-35 Bridge Replacement Advisory Group cont...</p>	<p>Prigel had promoted the creation of an escrow account into which the increased toll funds would be held for use at local match, but that the account was never created. He added that a bridge maintenance and replacement fund was created instead. Thornsbery asked if anything in the letter should be changed. Herman stated his support for the letter in its current form. Vinyard said he cannot support a bridge that is used to pay for other projects. Schmitt said the letter is good and there is no cause for conflict with the PoHR.</p>	
<p>May Meeting Schedule</p>	<p>ED Thornsbery noted May is a five Tuesday month and suggested the first meeting be canceled as there would be insufficient time for staff to compile and provide information necessary for the PC.</p>	<p>By consensus, the PC agreed to cancel the May 1 meeting.</p>
<p>Open Public Meetings Act</p>	<p>(AA/PA) Ziegler explained the PC must periodically go through open public meetings training and suggested the PC consider participating in a joint webinar prior to the next meeting to fulfill this requirement.</p>	<p>By consensus, the PC agreed to meet at 3pm before the next meeting to fulfill the Open Public Meetings Act training requirement.</p>
<p>Executive Director's Report Bingen Point Public Events</p>	<p>ED Thornsbery presented a preliminary draft agreement and proposed site plan and asked if the PC had any questions or concerns. PC Herman noted sections 13 and 14 appeared to be identical. PC Vinyard asked for confirmation that users would be required to obtain tenant approval to use parking areas located on leased property. Thornsbery confirmed.</p>	
<p>Marina Way Walking Path Sink Hole</p>	<p>ED Thornsbery reported a six foot sink hole has formed on the south edge of the new walking path along Marina Way, noting the hole is roughly cone shaped and angled to the north. He added that a second, smaller hole angled to the south subsequently opened inside the larger hole. Thornsbery noted that probing in the smaller, deeper hole indicated the presence of muddy, standing water.</p> <p>Thornsbery explained the water was tested for the presence of chlorine to determine if the source might be from a water leak in the main running along the north side of Marina Way. After the results indicated very low</p>	

Executive Director's Report cont..
Marina Way Walking Path Sink Hole
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levels of chlorine, the western source meter on the main was checked and indicated a flow of approximately three gallons per minute. When the western valve at Larch St. was closed, isolating the segment of the main near the sinkhole, the meter indicated no water flow. Bingen Public Works staff then used leak detection equipment to search for the sound of water escaping under pressure, but found none. Thornsbery noted that in each case, no evidence was found indicating a water leak.

Thornsbery presented a drawing from 1967 showing the planned construction of the road now known as Marina Way. The drawing showed a channel in the general vicinity of the current sink hole that was to be filled in with large rocks and the installation of a 36" culvert a short distance west from the current intersection of Marina Way and Larch St.

Darrin Eckman, Tenneson Engineering, suggested a spring may be present and explained that if this were the case, it could have previously washed out a void into when the path was constructed Fall 2017, the compaction equipment compacted the soil and if there was a spring then the compaction could have helped collapse the area into the open area that was washed away by the spring. Eckman said he does not want to dig into where the water is coming out of the inlet and he wants to rule out if the water is coming from farther north.

Thornsbery stated that north of the sink hole, cracks have appeared in the asphalt overlay that was placed on Marina Way a few years ago. Eckman added the three cracks present should not have appeared in such a short period of time. He also discussed the possible use of ground-penetrating radar equipment to detect the presence of a spring or other voids below the surface and explained how controlled density fill (CDF) could be used to fill the sink hole and dug up later if needed. Eckman cautioned that the source of the water should be determined before action is taken so as to avoid blocking the movement of water at this time.

Executive Director's Report cont..
Marina Way Walking Path Sink Hole
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PC Schmitt concurred, noting that if the hole is filled in, it could simply cap the water outlet, causing pressure to build up and resulting in more damage elsewhere. Thornsbury noted that water is entering the nearby channel from the bank just west of the sinkhole at an estimated rate of 5 to 10 gallons per minute. Eckman said that if a spring is present, a repair could be made using graduated rock sizes and geotechnical fabric. He went on to explain this would allow water to pass through the rock while the fabric would stabilize the surface.

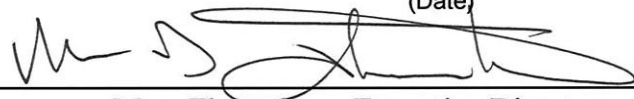
Thornsbury said staff had excavated near the smaller sinkhole and after taking out approximately one foot of material, the bottom filled with water until the surface was roughly the same elevation as the water surface in the nearby channel. Schmitt questioned if the road will have to be dug up. PC Vinyard asked about the possible presence of a mystery water line in the area. Thornsbury stated no evidence of any other water lines could be found.

Vinyard asked if Marina Way is at risk. Eckman said there is no immediate risk, the road appears stable, and the sink hole has not grown in size. Eckman suggested excavating a test pit at the bottom of the ditch north of Marina Way and north-northeast of the sinkhole to see if standing water appears there as well. Eckman noted there is a small chance a water main could be leaking east of the valve cluster at Marina Way and Larch St. and running through the pipe bedding along Marina Way.

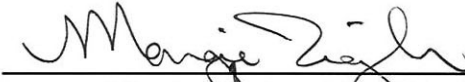
Vinyard suggested that an analysis of the road be conducted using ground-penetrating radar. Schmitt concurred. Thornsbury said he will work with Eckman to develop a scope of work and issue a request for quote. Thornsbury cautioned the analysis may tell us if there is a void under the road, but will probably not reveal where the water is coming from. Eckman said there is no plume of muddy water that appears to be

Executive Director's Report cont.. Marina Way Walking Path Sink Hole cont...	entering the channel from the sink hole. Thornsbury noted the 5gpm to 10gpm flow of water into the channel is not new and has been present for several years since it was first discovered.	
Commissioners Remarks	PC Vinyard said he will attend a Klickitat County Public Economic Development Authority meeting on June 26.	
Public Comment	Tammy Kaufman, Insitu, stated a One Gorge meeting would be held April 25 at 3:00pm at the White Salmon Library.	
Adjournment	PC Vinyard adjourned the PC Meeting at 6:34 PM.	

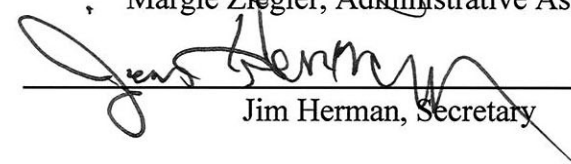
Approved on June 19, 2018
(Date)



Marc Thornsbury, Executive Director



Margie Ziegler, Administrative Assistant



Jim Herman, Secretary