

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: Darrin Eckman, Tenneson Engineering; Byron Hanke; Tammy Kaufman, Insitu; and Richard Foster, Klickitat County Economic Development Dept. (KCEDD).	Meeting called to order by PC Vinyard at 4:35 PM.
Administrative Matters Approval of Minutes Approval of Vouchers	Minutes – April 24, 2018 Payroll Vouchers – May 7, 2018, #D12011-D12024, #27350, \$10,721.80. Vouchers – May 15, 2018, #27351-27374, \$13,387.36. Payroll Vouchers – May 21, 2018, #D12025-D12030, #27375, \$9,328.27. Payroll Vouchers – June 5, 2018, #D12031-D12042, #27376, \$10,693.74. Payroll Vouchers – June 13, 2018, #D12043-D12045, \$1,294.59. Vouchers – June 18, 2018, #27377-27398, \$11,580.22. Payroll Vouchers – June 20, 2018, #D12046-D12051, #27400, \$10,469.12.	PC Schmitt M to approve the minutes as corrected, PC Herman S, MP 3-0. PC Herman M to approve the vouchers, PC Schmitt S, MP 3-0.

<p>Administrative Matters cont... Approval of Vouchers cont...</p>	<p>PC Herman suggested running an ad in The Enterprise Weekender is not worth the cost. ED Thornsbery noted the Port has run the ad for over a decade. PC Vinyard stated his belief it is important to support the local newspaper. AA/PA Ziegler recommended advertising be discussed at the 2018 budget workshop.</p>	
<p>Old Business Surplus Property</p>	<p>ED Thornsbery presented a list of property no longer needed for district purposes and targeted for disposal pursuant to RCW 53.08.090.</p>	
<p>Public Event Agreement</p>	<p>ED Thornsbery presented the final version of the agreement for public events and asked the PC if there were any questions or concerns that should be addressed for next event. PC Schmitt expressed regret that even a simple event requires such a lengthy agreement.</p>	
<p>Road Standards</p>	<p>Darrin Eckman, Tenneson Engineering, described the updated BPBP corner turning radius drawings. Eckman explained that the design can accommodate semi-trucks with a 45 foot container or 48 foot trailer and takes into account the existing utilities. He added that no utilities would need to be moved, but a few street lights would need to be relocated and culverts extended. Stop sign locations, striping, the use of rumble strips/turtles, and potential snow plow damage were discussed. PC Schmitt asked about the priority of repairs. ED Thornsbery suggested the Marina Way at Larch, Bingen Point Way at Larch, and Bingen Point Way at Spruce intersections be addressed in that order.</p>	<p>By consensus, the PC approved the design presented and priority suggested.</p>
<p>New Business Cryptocurrency Mining</p>	<p>ED Thornsbery explained cryptocurrency mining and its high electric power usage. He noted the latter has prompted several public utility districts (PUDs) in Central Washington to place a moratorium on new mining service connections prompting such operations to look elsewhere including Klickitat County. He stated the Port has received inquiries and Klickitat PUD is considering how to handle new service requests. Thornsbery said the PC should evaluate cryptocurrency mining on its economic development potential, jobs per acre, power use, etc. and direct staff as to whether cryptocurrency mining proposals should be accepted.</p>	<p>By consensus, the PC directed staff to decline cryptocurrency mining proposals.</p>

<p>New Business cont... Cryptocurrency Mining cont...</p>	<p>PC Schmitt stated the PC should consider economic development and employment opportunity, but power use should not be a consideration. He added it is a matter for the PUD because, even if the Port were to decline a mining operation based on its power use, if the PUD agreed to provide service the operation could build next door on private property. Schmitt said it's in the PUD's control to stop that type of business. He cautioned, however, the Port should support protecting the capacity of the Spearfish substation to allow for future growth that provides jobs.</p> <p>PC Herman said he does not want Port funds spent on infrastructure for mining operations and expressed concern regarding their longevity. Darrin Eckman, Tenneson Engineering, interjected that if such operations use water for cooling, the capacity of the water system could also be taxed. PC Vinyard questioned the value of mining operations as they do not produce any goods or services. Richard Foster, KCEDD, noted that another concern for cities and counties is the amount of infrastructure that must be constructed to accommodate such use.</p>	
<p>BPBP Lot 8 Impairment</p>	<p>ED Thornsby noted the proposed railroad underpass will intersect with Marina Way north of Lot 8 at its existing elevation of approximately 83 feet above Mean Sea Level (AMSL). Thornsby explained this will make it difficult to access Lot 8 as its elevation will eventually be raised to over 89 feet AMSL so future development is above the flood plain. He added a driveway with a 5% slope would extend approximately 250 feet into the lot which has a southern boundary 200 feet south of Marina Way.</p> <p>Thornsby stated Wash. State Dept. of Transportation (WSDOT) will also require an emergency overflow outlet into the Bingen Lake wetland from the proposed bioswale used to treat stormwater from the proposed underpass and this would likely bisect Lot 8. He added that, combined, these two factors would significantly impair the future development of Lot 8, reducing its value and usefulness to the Port.</p>	<p>By consensus, the PC directed ED Thornsby to proceed with efforts to find a solution that mitigates the expected Lot 8 impairment.</p>

<p>New Business cont... BPBP Lot 8 Impairment cont...</p>	<p>Thornsbury explained the Port could pursue an exchange of property so that Lot 8 is converted into wetland and an equal amount of wetland in a more usable area is converted into developable property. He presented a concept where Lot 8 was exchanged for areas near Larch St. and lots 9 and 16, but cautioned the exact areas to be exchanged would have to be negotiated with the permitting agencies. Thornsbury explained that a one-to-one exchange would satisfy the state requirement that there be no net loss of wetlands, but warned that the degree of mitigation required would be dependent upon the outcome of a wetland rating identifying Bingen Lake as a Category I to Category IV wetland.</p> <p>Thornsbury asked if the PC would like staff to pursue such an exchange. PC Herman said it was a great idea. PC Schmitt said it could be a winner for everyone. Thornsbury said he would try to have the WSDOT liaison to the Dept. of Ecology take a look at the site. PC Vinyard asked staff to find out if the wetland is a Category III or a Category IV. Thornsbury said he will work with WSDOT regarding a wetland rating.</p>	
<p>BPBP Sewer Main Relocation</p>	<p>ED Thornsbury reminded the PC it had requested estimated costs for certain sewer main relocation options. Thornsbury noted the cost to connect the existing manholes north of Building 1A and at Spruce Street but along Bingen Point Way (BPW) instead of through the parking lot for Building 1E (aka "Option 5") is estimated at \$102,000. He added the cost to shift the main southward to coincide with the new property line (aka "Option 7") is estimated at \$43,000.</p> <p>Thornsbury reminded the PC it has discussed correcting the insufficient depth of the power and gas utilities along the east side of lots 17 and 18 since 2011 and noted that Insitu is currently wanting to secure broadband service by Fall 2018, requiring the installation of additional conduit in the same utility corridor. He explained that with the possible sewer relocation, the desire for improved broadband access, the lowering of power and gas utilities to meet cover requirements, and insufficient space</p>	<p>By consensus, the PC directed ED Thornsbury to contact all interested utility providers and to solicit bids for the installation of power, gas, broadband, and spare conduits at the proper elevation in the west harbor utility corridor and along the south side of Bingen Point Way from the corridor west to Spruce Street.</p>

<p>New Business cont... BPBP Sewer Main Relocation cont...</p>	<p>for the multi-use path, bioswale, and BPW between the Building 1E parking lot and the south side of the harbor, he believed it appropriate for the PC to consider a larger project.</p> <p>Thornsbury described a combined project (identified as “Option 8”) as: a) lowering power and gas utilities along the west side of the harbor; b) providing a common trench for multiple utility conduits (preventing future conflicts in the crowded corridor); c) providing a common trench for broadband, power, telecom, and irrigation along the south side of BPW from the west side of Spruce Street to the switch vault northwest of 1211 Bingen Point Way; d) relocating the northernmost parking stalls at 110 Bingen Point Way to the corners where landscaping currently exists; e) shifting BPW south to provide room for a future multi-use path and bioswale; f) placing the sewer main along BPW (equivalent to the previous “Option 2”); and g) creating new entrances at 154 Bingen Point Way (Bldg. 1A) with additional parking for Port vehicles and at 1211 Bingen Point Way (Bldg. 1C). He noted the up-front costs would be greater, but the project would resolve a number of current and future problems in a way that would minimize the total overall cost.</p> <p>Darrin Eckman, Tenneson Engineering, provided information regarding the slopes possible with the different sewer options and cautioned that while investigating the existing manholes, it was discovered some pooling is occurring at the manhole located northeast of Building 1D and southeast of Building 1E. He added this suggests there is insufficient slope for pipe cleansing. PC Vinyard asked if it appears the current sewer line is backing up. Eckman said at present, it only appears to be pooling, recommended the Port consider the need for future maintenance, and suggested the next time fire hydrants are flushed the water be directed into the manhole to aid in cleaning the main.</p>	
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New Business cont...

BPBP Sewer Main Relocation cont...

Eckman explained that upon further research, he believes “Option 5” is not viable and urged the PC to reject it as a possible alternative. Eckman acknowledged “Option 8” is a substantially more expensive project, but added that it also includes many needed improvements. PC Schmitt asked why everything could not be left just as it is (aka “Option 0”). Thornsbery explained the sewer could be left in place, but the matter of broadband access would still need to be addressed immediately and the lack of space for BPW will ultimately have to be resolved at some point.

Thornsbery stated that over the years, multiple companies have expressed interest in utility facilities serving the business park. Eckman said the utilities presently installed in the utility corridor are scattered and inconsistent in their location relative to each other. He added that without a common trench, it would be difficult to add broadband without crossing other utilities and making future utility work more difficult.

Schmitt said he sees no point in tearing up roads and parking lots and inconveniencing people to move a sewer line that works. Thornsbery reminded the PC that while the sewer main may be a part of the project, the primary driver is the immediate need to provide broadband service to Insitu by Fall. Schmitt asked how this project could be successfully completed given the problems with the Spruce Street drainage project. Thornsbery explained the other utilities have redundant mains along Larch Street so work in the corridor will not interrupt service.

Schmitt expressed dismay the initial discussion involved relocating the sewer main on Lot 14 to allow the lessee to expand and now the project has become much larger. PC Vinyard concurred, but noted the primary factor is now broadband data rather than relocating the sewer main. Thornsbery reminded the PC the insufficient depth of the gas and power along the west side of the harbor has been a known problem for several years and correcting it has been regularly discussed by the PC. He added

<p>New Business cont... BPBP Sewer Main Relocation cont...</p>	<p>the addition of broadband in the utilities corridor presented an opportunity to address both issues together resulting in a lower total cost.</p> <p>Eckman noted telephone, water, and sewer in the utility corridor are currently at proper elevation and approximately 860 feet of power and gas will need to be lowered to provide adequate cover. Vinyard asked if the plan was for the Port to excavate a wider trench and put broadband and the other utilities in it. Eckman confirmed. Thornsbury said there are two other providers potentially interested in securing access to the business park, but was not able to confirm their interest in participating at this time. He suggested if they do not participate, the Port install two additional conduits and then charge a higher fee for their use when access is requested in the future.</p> <p>Herman asked what utilities run along Larch Street. Thornsbury stated telecomm, gas, and power are present and reminded the PC that in 2010 when Larch was constructed, broadband providers were not interested in delivering service to the business park. Herman asked if Larch Street could be used for broadband instead of the utility corridor west of the harbor. Thornsbury explained the utilities cross from one side of Larch Street to the other midway between Marina Way and BPW, requiring difficult or expensive boring or trenching across Larch Street.</p> <p>Vinyard asked where the power and gas are shallow along the utility corridor. Eckman said there are eight known locations where they are not at the correct elevation. Vinyard asked why the area in question needs to be cut to grade. Thornsbury explained it is part of the future parking area for the Marina but, as such, does not have to be done immediately. Herman said he is uncomfortable spending over \$500,000 for the larger project. Schmitt said he would prefer doing nothing. Vinyard reiterated broadband access is the immediate issue and there are potentially two other interested utility providers.</p>	
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New Business cont...

BPBP Sewer Main Relocation cont...

Schmitt expressed reluctance to take on the expense of infrastructure now and collect from providers later, adding he would prefer knowing how much other interested parties are willing to pay before making a decision. Thornsbery explained it may not be possible to do that and still meet Insitu's expectation for service in Fall 2018. Thornsbery stated his opinion this is an opportunity to resolve an issue that has been talked about for years, help meet Insitu's immediate needs, and plan for additional future service all while reducing the costs for everyone involved. Vinyard questioned the timeline for putting the project out to bid so that earth is moving in September. Thornsbery said the Port would need to go out for bid around mid-July.

Thornsbery noted the PC could choose to do nothing and explained he did not feel comfortable dismissing the potential benefits of a consolidated project without giving the PC the opportunity to consider them and the possibility of cost sharing with others. Vinyard concurred with Schmitt that if other companies might be interested, staff should attempt to secure a commitment from them.

Herman asked how much Insitu would be paying the Port to have broadband brought to its facility. Thornsbery explained the broadband provider would be paying the Port for access and Insitu would be paying the provider for service. Eckman broke down the costs for the various elements of Option 8, noting that lowering power and gas in the utility corridor west of the harbor and providing broadband access would cost approximately \$100,000. Vinyard said \$500,000 is a lot of money, but \$100,000 is manageable.

Thornsbery estimated other utility providers would contribute approximately \$11,200 each. Eckman speculated that the work in the utility corridor combined with the work along BPW west across Spruce Street could be completed for approximately \$130,000 less the


<p>New Business cont... BPBP Sewer Main Relocation cont...</p>	<p>reimbursements from other utility providers. Vinyard cautioned that what the other providers are willing to pay is unknown. Thornsbery warned that some providers may not want to participate now because they have no prospective customers in the business park.</p> <p>Thornsbery reviewed the various elements of the full project and suggested the PC consider dividing the project into two parts if it is uncomfortable with its size. Thornsbery explained the first part could address the immediate broadband infrastructure and utility lowering in the west harbor utility corridor, adjust the parking area at 110 Bingen Point Way (Bldg. 1E) to accommodate a new sewer main and future road alignment, install broadband and other utilities along BPW from the west harbor utility corridor west across Spruce Street, install a new sewer main between the manholes north of 1211 Bingen Point Way (Bldg. 1C) and at the intersection of Spruce Street and BPW, and install improved electric service for the irrigation pumps. He added the second part could create the new entries to the 154 Bingen Point Way (Bldg. 1A) front parking and rear freight areas, rebuild BPW in its proper alignment from Spruce Street east past the new entrance at 154 Bingen Point Way (Bldg. 1A), create parking at 1211 Bingen Point Way (Bldg. 1C), and add parking for Port vehicles. Discussion followed.</p> <p>Herman asked why BPW needs to be moved to the south. Thornsbery explained it is to make room for the multi-use path and stormwater bioswale. Herman said some elements of the project need to be done now, but not everything. Vinyard said BPW may have to be moved at a later date and expressed support for the limited \$130,000 project described by Eckman. Herman asked how many parking spaces in front of 110 Bingen Point Way (Bldg. 1E) would be lost when the road is moved south. Thornsbery explained that preliminary plans show the loss of a single parking stall.</p>	
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<p>New Business cont... BPBP Sewer Main Relocation cont...</p>	<p>Schmitt said the money would be a great start toward a new building, but added he agrees with the \$130,000 project. Schmitt asked why the multi-use path cannot be located south of the current BPT Way and leave the road and parking lot as is. Thornsby explained construction of the parking area at 110 Bingen Point Way (Bldg. 1E) did not leave adequate space for a road, multi-use path, and bioswale to its north regardless of their order. He added that locating the road to the south was intended to shift vehicles away from the edge of the dike.</p> <p>Eckman asked if the PC wants to add the Larch/Marina Way corner widening to this project. Schmitt said that corner needs to be fixed. Vinyard said he understands Schmitt's position, noting it is hard to spend limited resources on infrastructure instead of a building. Schmitt expressed concern progress has not been made toward constructing a new building.</p>	
<p>Port Consultant Contract</p>	<p>PC Vinyard introduced Byron Hanke, noting he was the Executive Director for the Port of Vancouver (USA) for fifteen years and a commissioner with Clark Public Utilities (Vancouver, Wash.) for twelve years. He explained Hanke has acted as a consultant for the Port in the past and has been a valuable resource to the PC. Hanke talked about his history and past work with the Port, adding how important he believes it is to work through topics before they become issues.</p> <p>Hanke said he would be happy to work with the Port offering advice and counsel and offered a proposed consulting contract for consideration by the PC. Vinyard expressed his support for entering into a consulting contract with Hanke. He added he would like to have a workshop in the future to review the vision and priorities of the Port and to discuss a new building. PC Schmitt concurred and expressed concern the PC has overwhelmed ED Thornsby. PC Herman stated his support for the concept.</p>	<p>By consensus, the PC directed ED Thornsby to enter into a consulting contract with Byron Hanke.</p>

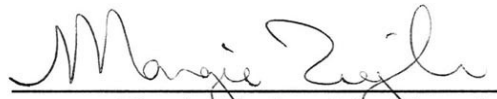
<p>New Business cont... July Meeting Schedule</p>	<p>Thornsbury noted the next meeting is scheduled for the evening before the July 4 holiday and the Port's annual fireworks event.</p>	<p>By consensus, the PC canceled the July 3 meeting.</p>
<p>Executive Director's Report Dike Seepage</p>	<p>ED Thornsbury noted unusually high water levels in the Bonneville Pool this Spring revealed significant seepage through the Maple Street dike. He added there were three locations where the amount of seepage was great enough to see water moving with the naked eye. Thornsbury said the seepage has decreased with the drop in the pool level, but cautioned the PC that dike improvements may be required in the future.</p>	
<p>Marina Way Sinkhole</p>	<p>ED Thornsbury explained a test pit was excavated in the ditch north of Marina Way and standing water was found at approximately the same elevation as the standing water in the sink hole. Thornsbury noted when the pit was initially dug there was a brief period of water flow from the north side. He added that after some time, a portion of the pit collapsed, filling the area of standing water and noted that after this was removed, the standing water remained and the same phenomenon of water flowing from the north side for a short period occurred again.</p> <p>Thornsbury said he is talking with the Wash. State Dept. of Transportation (WSDOT) to learn how stormwater from SR-14 north of the railroad tracks is being managed and expressed concern that a portion of it may be migrating south into Port property. Thornsbury also noted bids came back for the ground penetrating radar analysis of Marina Way requested by the PC and the contract has been awarded to Geo Potential in the amount of \$2,255. He expressed hope the work can be performed on June 29 and stated he will report the results of the investigation to the PC. Darrin Eckman, Tenneson Engineering, cautioned the radar will only indicate changes in the soil density and possible voids.</p>	
<p>Grade-separated Railroad Crossing</p>	<p>ED Thornsbury noted the Wash. State Dept. of Transportation (WSDOT) has been on site doing test borings and is talking with BNSF regarding the proposed railroad trestle. He said the WSDOT is also looking at the intersection at Marina Way including clearances for truck turning.</p>	

<p>Executive Director's Report cont... Port Development of Industrial Space</p>	<p>Thornsbury explained that financing remains complicated with a backlog of projects for Community Economic Revitalization Board funds and U.S. Economic Development Administration funding is still unknown and likely to stay unresolved until after the 2018 election. He added that beyond these problems, there is currently more interest in ground leases than space leases so staff efforts have been focused there. Thornsbury stated that constructing a new building remains an important project.</p>	
<p>Commissioners Remarks</p>	<p>PC Vinyard said he will attend a KCPEDA meeting on June 26. He added that although there was insufficient information to hold a meeting in May and, as a result, he and ED Thornsbury decided to cancel it to save time, he questioned whether doing so delivered the savings anticipated and wondered if two months was too long between meetings. PC Schmitt said a meeting should be held at least once a month.</p> <p>PC Schmitt said the Mid-Columbia Economic Development District (MCEDD) is working to connect Mt. Adams Transportation with Wasco County LINK. Richard Foster, KCEDD, said MCEDD is conducting a transit study that will include the Dallesport area.</p> <p>PC Herman said he attended the Southwest Washington Regional Transportation Council (SWRTC) meeting on June 5. He added he had found an old I-5 bridge taken from 1965 and presented it to the SWRTC, noting that it seems odd he is now sitting on a council working to replace the bridge. Herman asked if Insitu should work directly with Tenneson Engineering regarding the Spruce Street drainage project. PC Schmitt asked if a different contractor should be used to complete the work. Darrin Eckman, Tenneson Engineering, explained the complicated nature of the project and expressed his belief it is too late in the year to re-bid the job as there may not be anyone available to do the work.</p> <p>Eckman continued stating that timing is the problem and there is a chance the contractor might be able to finish the project in August, even</p>	

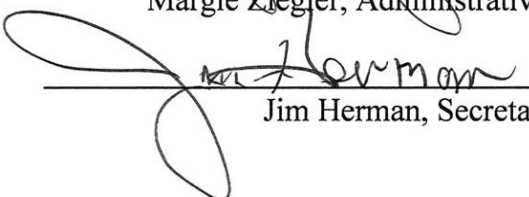
Commissioners Remarks cont...	<p>then there is no guarantee the temperature won't fall below 60 degrees. He explained the drainage pipe is very deep and the soils are challenging. Thornsbury reported the contractor stated work might not resume until September when overnight temperatures could be just as cool. Eckman reiterated gas would not be turned off unless the main was damaged and the gas company would be on standby to repair the line if that occurred.</p> <p>Vinyard said he talked with Thornsbury about the project and believed Thornsbury was doing everything he could reasonably do to minimize the impact to Insitu. He added it is unfortunate staff have been taken to task for suspending the project when the problem lies with the inflexibility of others. Herman stated it would have been a no-win situation had staff tried to finish the project under the circumstances. Schmitt pointed out the Port is only required to give five days notice before doing such work and urged staff to provide this notice and get the work completed. Thornsbury said he will contact the contractor to see when they might be available and proceed with completing the project.</p>	
Public Comment	<p>Tammy Kaufman, Insitu, said she will report that the Port wants to get the Spruce Street drainage project completed and asked for clarification on what wetland area would be swapped for Lot 8. ED Thornsbury reiterated the property selected will likely be dependent on the permitting agencies such as the Dept. of Ecology.</p>	
Adjournment	<p>PC Vinyard adjourned the PC Meeting at 7:21 PM.</p>	

Approved on July 17, 2018
 (Date)


 Marc Thornsbury, Executive Director



 Margie Ziegler, Administrative Assistant



 Jim Herman, Secretary