

TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
Attendance	<p>Commissioner/Staff Present: Port Commissioners (PCs) James Herman and Wayne Vinyard; Executive Director (ED) Marc Thornsburgy; and Administrative Assistant/Port Auditor (AA/PA) Margie Ziegler.</p> <p>PC/Staff Absent: PC William Schmitt excused. Guests Present: Ken Park, The Enterprise.</p>	Meeting called to order by PC Vinyard at 4:40 PM.
<p>Public Hearing</p> <p>2019 Draft Budget</p> <p>2019 Draft Capital Improvement Budget</p> <p>Amendment of the Comprehensive Scheme of Harbor Improvements and Industrial Development</p>	<p>PC Vinyard opened the public hearing regarding the 2019 Operating Budget, Capital Budget, and Comprehensive Scheme amendment at 4:42PM. ED Thornsburgy explained the draft budget was reviewed at the Budget Workshop in October and the budget is in balance. He added the budget includes revenue increases and wage increases based on the estimated 2018 change in the Consumer Price Index (CPI).</p> <p>Thornsburgy briefly reviewed major elements of the capital budget including improving the Dallesport Industrial Park (DIP) waterfront, painting the DIP water reservoir, preparing for a possible wetland property exchange at Bingen Point, the acquisition of major equipment, and developing a new DIP startup building.</p> <p>PC Herman said he felt the budget was good. Vinyard concurred, adding the PC thoroughly reviewed the operating and capital budgets at the budget workshop. Vinyard asked about funds for the construction of the DIP startup building. Thornsburgy said the budget allocates funds so the Port can prepare for such development and to seek additional funds, but does not provide sufficient funds for the actual construction itself.</p> <p>Vinyard invited public comment. None was made or submitted. PC Vinyard closed the public hearing at 4:49PM with adoption of the budget and amendment to take place November 20.</p>	

<p>Administrative Matters Approval of Minutes</p> <p>Approval of Vouchers</p>	<p>Minutes – October 16, 2018</p> <p>Payroll Vouchers – October 22, 2018, #D12134-D12141, \$11,468.54</p> <p>Vouchers – October 25, 2018, #27528-27544, \$27,945.98.</p> <p>Payroll Vouchers – November 5, 2018, #D12142-D12158, \$13,982.17.</p>	<p>PC Schmitt M to approve the minutes as corrected, PC Vinyard S, MP 2-0.</p> <p>PC Herman M to approve the vouchers, PC Vinyard S, MP 2-0.</p>
<p>Old Business</p>	<p>None</p>	
<p>New Business Wetland Property Exchange</p>	<p>ED Thornsby said he met with an environmental consultant regarding the feasibility of exchanging wetland property with property permitted for development. He added that after a thorough assessment, the consultant estimated the Port has even or better odds of gaining permit approval. Thornsby explained the likely need for advance creation of replacement wetland areas equal in area and function to the wetland areas that would be filled so the project meets the statutory requirement for no net loss of wetlands.</p> <p>Thornsby reviewed the permitting process and potential costs, noting the exchange would provide the Port with more contiguous property and allow more effective development. He added the exchange would also address the negative impact of the underpass project on Lot 8. Thornsby discussed possible additional mitigation such as removing pilings from the Columbia River, eliminating noxious weeds in the wetland and buffer, improvements to the harbor, and the reintroduction of native plant species in the wetland and buffer.</p> <p>PC Herman noted the upper end of the preliminary cost estimate for a consultant and permit application was \$80,000, adding that permit approval was not guaranteed. He questioned whether the resulting property would be worth the cost. Thornsby said such a determination</p>	

would have to be made by the PC. He reminded the PC that interest in development is greater at Bingen Point than at Dallesport and explained this may be the Port's best chance to consolidate usable property and maximize short-term development opportunities. He cautioned the PC that without the contemplated exchange and consolidation, it will soon be faced with having to choose which proposed developments are accepted and which must be turned away. Thornsbery acknowledged it is a potentially expensive project with no guarantee of success, but added it is the quickest and potentially least expensive way to satisfy the most immediate development needs.

Thornsbery said he intends to seek guidance from the county planning department and noted a variety of issues are involved. He discussed the potential involvement of various agencies including the Wash. Dept. of Fish and Wildlife (DFW), U.S. Army Corps of Engineers (USACE), and Wash. Dept. of Ecology (DOE), adding that with no net loss of wetland area, the DFW and USACE may have minimal interest in the project.

Thornsbery explained the Port would likely need to create new wetland areas in 2019 before filling existing wetland areas in 2020 so as to ensure the former are equal in both area and function before the latter is altered. Thornsbery noted the exchange would put the limited property at Bingen Point to its best use, explaining that as wetland, Lot 4 could be better used as the discharge point for stormwater from adjacent properties and the Maple St. bioswale. He added that given the difference in the elevation of the flood plain and the elevation of Marina Way required to accommodate the new railroad underpass, development of Lot 8 would be substantially hindered and unusable for anything other than wetland.

PC Vinyard asked if the timing of the exchange would be adequate for the developments being considered. Thornsbery acknowledged the timeline would be tight. He added the first step would be to get the

required permitting in place and expressed his belief it would be possible to know, in 2019, whether or not an exchange could proceed. Thornsbury stated Bingen Point development has historically been without objection and suggested this has been due to a widely held expectation the area would be home to industrial development and broad recognition the Port has effectively balanced this against environmental and habitat protection. Thornsbury noted, however, the Port had not sought a wetland exchange in the past.

Thornsbury asked the PC if the wetland exchange is something staff should pursue based on the information currently available. Herman said the Port should proceed so the stage is set for future development. Vinyard concurred, adding that economic diversity is important for the Port and without the exchange the Port would have to turn away potential tenants that could have contributed to that diversity. Herman asked if the material removed to create new wetland areas would be reused. Thornsbury explained it would be stockpiled for future use and offered Lot 4 as an example, stating the existing fill material would likely be placed on Lot 6 for a year until it was used as fill in the area between Lot 9 and Lot 16.

Thornsbury said he intends to talk with the U.S. Economic Development Administration (EDA) regarding the prospects for securing funds to assist in conducting the fill work required. He noted the EDA does not usually fund fill projects, but has done so in other places where there were extenuating circumstances and pointed to the restrictions on industrial development in the National Scenic Area (NSA) as similar to those under which funding was granted. Vinyard said the National Scenic Act talks about promoting economic development and asked whether the Columbia River Gorge Commission (CRGC) could help. Thornsbury noted the CRGC does not have funds available for that purpose, but he would make contact concerning other forms of support.

Executive Director's Report
West Harbor Utilities Project

ED Thornsbery stated the project is nearly complete and paving is expected to take place early next week. Thornsbery showed photos and video taken during investigation of the sinkhole near Marina Way and explained workers excavating in preparation for filling the sinkhole discovered an 8-inch to 10-inch diameter cylindrical void running north from the adjacent canal toward Marina Way. He added this prompted concern over the possible existence of an opening extending under the entire road that might signal the movement of water and the potential for continued erosion. Thornsbery stated a small amount of moving water that appeared to be coming from the east was also discovered in the excavated area.


Thornsbery explained Port staff and the Port's civil engineer ordered additional excavation to the edge of the road in an attempt to obtain more information regarding the void. He added that at the edge of the road, the opening turned toward the northeast at approximately a 45-degree angle which prompted excavation on the north side of Marina Way down to standing ground water in an attempt to ascertain if a connection existed. Thornsbery stated a section of cobbles and quarry spalls were found, but no obvious connection was discovered. He added dye was subsequently placed in the standing water to show if and where water might be moving.

Thornsbery noted the area within the sinkhole excavation where moving water had been seen was also excavated and explained that doing so exposed a section of cobbles and quarry spalls similar to those found on the north side of the road as well as other areas of moving water. He stated the quantity of moving water was sufficient to keep up with a 100 to 150 gallon-per-minute pump that was used to move the water to the canal. Thornsbery added that once pumping began, the dye placed on the north side of the road quickly appeared. He also noted no moving water or dye was observed in the cylindrical void found earlier.

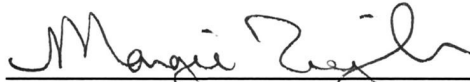
	<p>Thornsbury reported the solution was to place quarry spalls in line with the similar material previously exposed and extend it south to the edge of the canal, adding this would allow the moving water to continue naturally traveling south through the voids in the larger rock before exiting into the canal. Thornsbury noted that with the quarry spalls placed, the unaided (by a pump) water flow was estimated at 5 gallons per minute, the excavated areas were filled, and a monitoring pipe was installed to the depth of groundwater on the north side of Marina Way.</p> <p>Thornsbury cautioned the PC the work described was not part of the initial scope of work and a substantial change order covering it will be forthcoming, requiring additional funds beyond the contract amount.</p>	
BP Grading Project	<p>ED Thornsbury said the 2012 BP Grading project is approaching completion and described it as a challenge. Thornsbury stated staff ultimately had to complete much of the final topsoil work so the area would drain properly and be ready before hydro-seeding and the start of wet weather. He added there is one outstanding problem with the contractor having over-sprayed several planting beds with hydro-seed.</p>	
Dump Truck and Pick-ups	<p>ED Thornsbury noted the dump truck has been painted white and a new hydraulic tank has been installed. He added the work was completed by PC Schmitt with the assistance of Maintenance Lead, Philip Agnor. Thornsbury said the dump box now operates correctly and the truck will be a useful addition.</p> <p>Thornsbury noted the condition of the Ford maintenance truck is such that it is now restricted to use only at Bingen Point and explained he is working with Schmitt and Agnor to acquire a pair of used Chevrolet trucks from out of state. Thornsbury said the trucks have been inspected and would come in well under budget, leaving sufficient funds for repairs and improvements such as a pipe rack.</p>	

Commissioners Remarks	<p>PC Vinyard said he received the Washington Public Ports Association (WPPA) budget information and asked about the annual dues. PC Herman noted the budget represented a 3% increase. ED Thornsbury explained the WPPA purchased the building in which it is located several years ago and, in spite of needing significant repairs, it now generates a profit that helps reduce dues.</p> <p>PC Herman noted he was not able to attend the Southwest Wash. Regional Transportation Council (SWRTC) meeting as it conflicted with the Port Commission meeting.</p>	
Public Comment	None	
Adjournment	PC Vinyard adjourned the PC Meeting at 6:25 PM.	

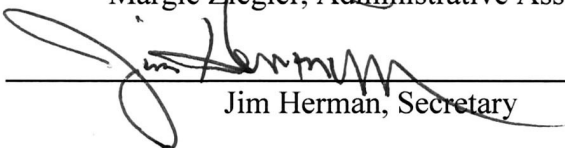
Approved on November 20, 2018
 (Date)



 Marc Thornsbury, Executive Director



 Margie Ziegler, Administrative Assistant



 Jim Herman, Secretary