

TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
Attendance	Commissioner/Staff Present: Port Commissioners (PCs) James Herman, William Schmitt, Wayne Vinyard; Executive Director (ED) Marc Thornsby; Staff Accountant (SA) Margie Ziegler and Administrative Assistant (AA) Bonita Snyder. PC/Staff Absent: None. Guests Present: Byron Hanke, Port Consultant; Jeff Humphreys, Mackenzie; Scott Moore, Mackenzie.	Meeting called to order by PC Vinyard at 4:30 PM.
Administrative Matters Approval of Minutes Approval of Vouchers	Minutes – August 20, 2019 Vouchers – August 29, 2019, 27874-27882, \$41,084.63. Payroll Vouchers – September 5, 2019, #D12380-D12396, \$13,900.76. Vouchers – September 5, 2019, 27883-27895, \$17,868.18. Payroll Vouchers – September 11, 2019, #D12397-D12398, \$303.14.	PC Herman M to approve the minutes, PC Schmitt S, MP 3-0. PC Herman M to approve the vouchers, PC Schmitt S, MP 3-0.
Old Business Start-up Building	Thornsby introduced Jeff Humphreys, Principal Architect, and Scott Moore, Senior Architect, from Mackenzie. Humphreys reviewed the services Mackenzie offers, their proposed team members, and their relevant experience in industrial, public, and Port projects. He also presented preliminary site plans for lots 38 and 39 and asked for PC feedback. PC Schmitt stated his initial concept was for a 5,000 sq. ft. kit building, adding he would be pleased with a larger building, but the Port’s budget doesn’t allow for it. Schmitt noted the Port needs to make sure the building is properly oriented on the site and the bid package is easy to understand. He explained kit buildings have the engineering for the shell	

	<p>already completed and there are several local contractors familiar with constructing them.</p> <p>Moore explained the process for projects of this type is largely the same with a fact-finding mission to develop a conceptual site plan followed by work to refine it and add building positions. Once complete they begin developing the engineering, architectural design, and site development documents before creating bid documents and soliciting bids from contractors. Moore noted that when he conducts master-planning for an industrial site, he considers adequate loading space for a variety of users' shipping and receiving needs, traditional building gaps, and the impact of building shape on production flow, regardless of building size.</p> <p>Humphreys noted the preliminary site plans were intended as a conversation starter to better understand the Port's vision. He added the plans can be refined to provide the PC with options as to how the space could be brought to market including a 5,000 sq. ft. building on the site with the potential for expansion. Schmitt said he wants to avoid wasting site space as a result of poor building placement, especially considering the Bonneville Power Administration (BPA) easement. Moore said that due to the restrictions of the BPA easement, it could be used for outdoor storage or parking.</p> <p>PC Vinyard explained there has been a desire to construct larger buildings at both Dallesport and Bingen Point, but the Port lacked the financial resources to do so. He added recent demand has been from start-ups looking for 2,000 to 3,000 sq. ft. of space. Vinyard noted Schmitt came up with the idea to put up a smaller building to show the community we recognize the need and are providing opportunities for small start-ups in spite of lacking the resources for a larger building.</p> <p>Vinyard cautioned the building is a gamble for the Port with a chance it</p>	
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could remain empty causing financial harm to the Port, but also the chance it could spur interest in the industrial park. He added people have been asking for this kind of space at Bingen Point but have not shown interest in space at Dallesport. Vinyard speculated that were space available at Dallesport that could be offered with a quick move-in date, there might be more interest in the Dallesport area. Schmitt noted this project would not interfere with the prime property by the main highway where the Port intends to construct another building.

Schmitt cautioned the Dallesport area is subject to high winds. Moore explained site conditions, such as wind, would be taken into account when considering buildings that fit the site. He cautioned that some site conditions don't work well with off-the-shelf products, adding that metal building kits are often engineered for a specific condition and can be less adaptable over time unless a strategy has been developed from the start. Vinyard asked if he had any pre-existing designs that could be modified for this site. Moore explained he did not due to the site-specific constraints that make each building unique. He added that Mackenzie can react quickly with an emphasis on the site disciplines rather than architecture.

Moore asked if there was need to consider the possible future sale of the buildings. The PC stated land and buildings would be offered for lease only. Vinyard asked if Mackenzie could take on the role of Project Manager, including providing expert oversight of the construction details. Moore said they often take on the role of Project Manager from preparing bid documents to actively overseeing construction. Schmitt added Klickitat County Building Inspectors would also be involved.

Thornsbury asked whether 5,000 sq. ft. was a firm number or if the PC would allow other sizes to be considered. Schmitt said he was being cautious and chose that size believing it to be within the Port's budget.

Thornsbury noted there are costs associated with constructing separate buildings, such as utility connections and electric transformers, regardless of the building size. He added he does not know what building size would be best to maximize the value to the Port and expressed concern multiple small buildings could substantially increase the fixed cost per square foot. Thornsbury urged the PC to consider a site plan that would be the most financially effective for the Port.

Discussion continued regarding possible utility costs and the relative merits and costs of constructing two small buildings or one larger building. Humphreys enquired as to what was included in the quote for the 5,000 sq. ft. kit building. Schmitt explained the quote (\$140,000) was for the building shell only and that his total estimated cost, including site preparation, was double the quoted amount. Humphreys remarked that the challenge with a small building footprint is that site prep can become a larger portion of the total cost than the building itself.

Thornsbury expressed concern it would be difficult to quickly accommodate a new tenant if the construction does not include basic interior elements. He urged the inclusion of basic utilities, including core electrical elements, so the facility is immediately functional. Thornsbury noted tenant-specific needs would be added and removed by the tenant. Humphries explained Mackenzie creates a lot of speculative developments and can make them as simple as a bathroom, an office, and a workspace. He noted the project would be inherently more expensive as a public works project subject to prevailing wage, adding that with a small budget, changes would have a more dramatic financial impact. Thornsbury asked if the PC had a specific number of buildings in mind. Vinyard said he does not have a number in mind, but would like the option of expanding in the future. Thornsbury suggested one building could be located on the south side of the property and a future building could be located on the north side. Humphreys asked the PC for its

	<p>desired time frame. Schmitt said as soon as possible, but acknowledged the earliest practical date would be Spring 2020.</p> <p>Moore asked if the buildings would use on-grade access or if there was a need for recessed loading docks. Schmitt stated he felt it was not a factor for the first building, but should be considered for a future building.</p> <p>Vinyard asked if a common recessed dock area would suffice.</p> <p>Thornsbury noted that, provided there was level access, any tenant with a pallet jack could use a common dock. Port Consultant Hanke asked if an hourly rate for Mackenzie’s work had been determined as the PC was asking Mackenzie to proceed with preliminary planning. Thornsbury said the next discussion would cover a scope and contract.</p>	
Prospective Tenants	<p>ED Thornsbury explained there are two potential tenants inquiring about space at the Dallesport Industrial Park (DIP). He added the first is a vehicle repair facility interested in a ground lease and the private development of approximately 10,000 sq. ft. on Lot 38 or Lot 39.</p> <p>Thornsbury noted the operation would have approximately a half-dozen employees and is currently considering lease terms. He expressed confidence the potential tenant is serious, though details have not yet been finalized. PC Vinyard said the Port should be cautious regarding new development to ensure efficient use of the property and to maximize the remaining property available for additional future development.</p> <p>Thornsbury stated he has asked for a draft site plan.</p> <p>Thornsbury noted Lot 39 is currently leased so the future of the existing lessee will have to be considered. PC Herman said that if Lot 39 is in use and Lot 38 may be developed by a private party, the Port will have to consider locating its building on a different lot. He expressed reluctance to move a current tenant, even if they are only storing materials.</p> <p>Thornsbury explained the benefit to relocating the lessee is based on the lack of any fixed structures. Were the property around the lot developed, the lot size would be fixed and could not be altered to accommodate</p>	

	<p>future development. Schmitt remarked it would be easy to fence another lot for the lessee.</p> <p>Thornsbury stated that a new start-up business from out of state is also interested in locating at the DIP, adding it is in an industry he believed would be a good fit for the area. Thornsbury explained they were initially looking to build their own 5,000 sq. ft. building, but would consider leasing space from the Port. He noted it is early in the discussion and they would not be ready to move in right away, but added this might provide an opportunity to site them in a new building.</p> <p>Thornsbury suggested the PC might want to reconsider the size of its proposed building as the potential tenant could fill 5,000 sq. ft., leaving no additional space for other tenants if the building is small. He added things will start to come together this winter. Schmitt noted an additional section of Parallel Avenue would need to be paved.</p>	
Strategic Planning	<p>ED Thornsbury reminded the PC of the prior strategic planning work and the preliminary Strategic Plan provided to it earlier. He asked for a review of certain sections of the Plan by the PC to ensure that the fundamental elements in it accurately reflect the positions, perspectives, and desires of the PC. Thornsbury cautioned that changes to these fundamental items later on would have a much greater effect since other parts of the Plan will be based upon them. He reminded the PC there is still an extensive process to go through before adopting the Plan.</p> <p>Commissioner's Message. Thornsbury explained the Commissioner's Message was created from a synthesis of statements made by the PC over time and asked for feedback. PC Herman said it was well written. PC Vinyard expressed concern the current language seemed to suggest a conflict between tourism and the Port's objectives. Herman offered alternate language, but noted he preferred the language as written. Port Consultant Hanke said he believed it provided a needed contrast between</p>	

tourism and industrial development. Thornsbury explained the language was in reference to the PC's historic focus on industry versus tourism, but added he would review the language again. The PC accepted the section as written.

Preface. The PC accepted the section as written.

1 Introduction:

1.1 Purpose. Vinyard questioned whether the language “provid[ing] public access to, and control of, the Columbia River waterfront” was overstating the matter. Thornsbury explained that securing public control of the waterfronts was a fundamental reason for the creation of ports in Washington State. He added that, relative to landmass, waterfronts are a limited commodity with inherently greater value than non-waterfront property and ports allow public control over that commodity. Herman noted that there is evidence of that in Klickitat County where river access is largely blocked due to the railroad.

1.2 Values. Vinyard remarked that he initially felt the language in 1.2E was incomplete, but believed it made sense upon re-reading it. Thornsbury said the language was purposely left generic to cover non-traditional situations, but offered to look at rewording it. Herman expressed support for the current language. The PC accepted the section as written.

1.3 Vision – 1.4 Mission. The PC accepted these sections as written.

1.5 Objectives. Herman noted the wording of the last mission element was inconsistent with the same element in the prior section. Thornsbury noted the correction and explained that objectives help define what we do and what we do not do. Schmitt questioned whether the Port should be involved in marine education suggesting that was the responsibility of

the Coast Guard and Sheriff. Thornsbury explained the intent was to play a supportive role, not take it on as an obligation, and suggested that were someone wanting to provide a boater education course, the Port might want to help facilitate that effort, especially if we have moorage at that time. Thornsbury noted the language could be stricken or narrowed. Schmitt urged narrowing it. AA Snyder suggested altering the language to read “Support marine education and safety”.

Vinyard requested clarification concerning “eco-conscious industrial development”. Thornsbury explained the term “eco-conscious” was used to indicate the Port’s awareness of its potential environmental impact and its efforts to limit those impacts to the degree possible without constraining the Port’s objectives. Schmitt said he would prefer to see the language removed. Herman pointed out the Port does consider environmental impacts and noted the prior and current work with respect to dark skies. He said he has no objection to the language and added the public might recognize the Port’s efforts as a result of its inclusion. Vinyard added the Port tries to be as environmentally conscious as reasonable. Thornsbury concurred.

Vinyard asked for clarification concerning communicating information to the public. Thornsbury explained this element was included to address the desire to maintain public interest in, and understanding of, the Port by talking about what it does whether that is via the website, community meetings, newsletters, or other communication methods. Schmitt suggested participating in a radio talk show, adding the Port of Hood River does so approximately twice a month. The PC accepted the section as written, with minor corrections.

1.6 Governance and 1.7 Management. The PC accepted these sections as written.

1.8 Organizational Chart. Vinyard asked if the chart should include a possible future real estate position. Thornsbery explained the chart is intended as a representation of the Port organization structure today as opposed to what it might look like in the future. The PC accepted the section as written.

2 History. The PC accepted the section as written.

3 Property, 4 Facilities, 5 Infrastructure, 6 Recreation, and 7 Water System. Thornsbery noted these sections had not been completed.

8 Transportation:

8.2 South Entrance – Dallesport. Herman pointed out a minor grammatical error. Schmitt said efforts should be made to get on the State’s list to change the speed limit. Thornsbery noted improvements to US 197 near the entrance are in the Klickitat County Transportation Policy Committee (KCTPC) transportation plan submitted to the Southwest Washington Regional Transportation Council (SWRTC).

8.3.1 Dock Improvements and 8.3.2 Stormwater Management.

Thornsbery explained there will be a future update to this item as additional engineering work is completed. The PC accepted the section as written.

8.4 Terminal No. 2 – Dallesport. Vinyard asked if the old Spokane, Portland, and Seattle Railway cut could realistically be filled. Thornsbery said he did not believe it would be impossible to obtain the necessary permits if care was taken. He suggested the fill could be mitigated by creating new salmon habitat in the area or by purchasing wetland mitigation credits if they were to become available. Schmitt noted there is a demand for Salmon habitat. Vinyard said he would like to see something like that happen. Schmitt added there would be a

substantial quantity of usable ground if the cut were filled. The PC accepted the section as written.

8.5 Terminal – Bingen Point and 8.6 Conveyor System – Dallesport.

The PC accepted these sections as written.

Thornsbury asked if there were any missing transportation elements. Schmitt asked about including the road out to the Terminal. Thornsbury explained that would be included in infrastructure. Schmitt questioned whether roads should be considered infrastructure. Hanke said it could go in either transportation or infrastructure, but given the Port often combines the installation of utilities and road construction, infrastructure might make more sense.

Thornsbury explained he did not include a trans-load facility, but it could be included as the matter has been a point of discussion in the past. He added there has not been much demand and in spite of approaching them several times, the railroad did not appear eager to run a local to Dallesport. Schmitt said the Port is not in a position to effectively plan for such a facility today. Thornsbury suggested including a short placeholder paragraph that could be expanded later if there is interest in a trans-load facility. The PC accepted the section as written with the discussed revisions.

9 Surface Mining. Thornsbury noted the section was not complete and more details would be added later as the process of expanding the mine boundary is completed. Vinyard asked about the figures (18 million tons of aggregate to be mined over 150 years) appearing in Section 9.1. Thornsbury clarified these figures were calculated based on the quantities being sold now, projected demand, and estimates of the usable material remaining. Vinyard asked if jetty rock exporting should be included in Section 8.3. Thornsbury explained jetty rock would merely be another

potential commodity to be loaded at whatever dock facilities the Port has.

10 District Expansion and 11 Public Relations. The PC accepted these sections as written.

12 Economic Development:

12.1 Chamber of Commerce and 12.2 County Partnership. The PC accepted these sections as modified.

12.3 Diversification. Herman noted a minor grammatical error. Vinyard pointed out the significance of the section, noting that it focuses on prioritizing non-represented industrial sectors over existing ones. Thornsbery concurred, noting the matter is an important point to discuss and adding the PC will have to decide if it is going to prioritize developing a diverse economy or to pursue it only when it is convenient. Vinyard described a hypothetical scenario and asked whether the PC would choose the expansion of a current industry or focus on developing a new industry.

Schmitt stated his belief the primary objective of the Port is to create jobs and, as a result, the Port's focus should be on the first company willing to pay and not on whether the company would increase or decrease the economic diversity of the area. He added that if two companies were ready to sign, he would favor the one that would increase economic diversity, but would not agree to forego an opportunity in order to avoid greater economic dependence. Herman concurred and objected to the establishment of a minimum diversity threshold. He added including such language would limit the Port's options and could result in its having empty lots.

Thornsbery noted there are plenty of statements made when times are bad regarding the importance of diversity—particularly when a crisis has

hit an industry and people are hurting. However, it can be guaranteed only when the hard choices are made to secure it when times are good. Herman questioned the value of diversifying if there is no other interest, adding the Port would be giving up income and jobs for a “pie-in-the-sky” called diversity.

Vinyard stated there is a benefit to a diverse industry and cited the economic downturns involved with the collapse of the aluminum and timber industries that resulted in unemployment rates as high as 25 percent. Vinyard argued that had there been more economic diversity, these incidents would not have been so damaging to the local communities.

Herman stated that with no other industries present to offer alternatives to the aluminum plants, it would have made no sense to limit the growth of the aluminum plant in the hope something else would come along. He added he would prefer to gamble on a present opportunity to provide jobs over hoping another industry would be available at a later date. Herman noted he had no objection to pursuing economic diversity, but questioned whether agreeing to establish a threshold to guarantee it would be the best thing for the area.

Hanke asked whether a decision could be made if no threshold were established. Schmitt said he would find that acceptable and expressed his belief the issue should be handled on a case-by-case basis with preference given to diversity if there were competing opportunities. Herman concurred and stated he would like to have diversification, but he'd prefer to have leases and less diversity versus empty lots with the promise of future diversity.

Thornsbury noted that establishing a threshold was one of the outcomes from the PC Retreat held a year earlier. He concurred that adhering to a

threshold has a potential short-term cost, but added that it should be considered given the potential long-term benefit. Thornsbury noted the trade-off is no different than spending your money now versus setting it aside. He added ground leases are long and ten years of a lot sitting empty might have value if during the remaining 40 years it were used for an underrepresented industry.

Thornsbury suggested the entire section be removed, based on the discussion. Herman disagreed, adding his only objection was with setting a threshold. Thornsbury cautioned that without some kind of threshold, the objective of economic diversity is little more than aspirational. Vinyard stated that he wants to encourage diversity as much as possible, but does not want to create a document Port staff use to make strategic decisions only to have the PC reverse course. Vinyard cautioned that without clear parameters it will be impossible for Thornsbury to make decisions he can be confident the PC will support.

Thornsbury added that if the PC does not fully support something, it should not be in the Plan. Hanke noted the other language gives the PC considerable wiggle room and suggested the matter could be addressed in policy rather than in the Plan or the matter could be taken up again at a later date as part of further revisions to the Plan. Thornsbury reiterated he wants nothing in the Plan the PC will not support and said he will alter the section in question in accordance with the statements by the PC.

12.4 Innovative Business Competition and 12.5 Economic Development. The PC accepted these sections as written.

13 Affiliations. Vinyard noted the presence of the Washington Economic Development Association and the absence of the Klickitat County Public Economic Development Authority (KCPEDA). Thornsbury explained he was unsure how to address the KCPEDA as it

is not a membership association like the other entities listed in the section. He added he would look at where the KCPEDA might be added. The PC accepted the section as written.

14 Marketing:

14.2 Consultants and 14.3 Directories and Lists. The PC accepted these sections as written.

14.4 Promotional Items. Potential items were discussed including hats, notebooks, pens, mugs, and lanyards. Hanke noted the PC should consider how to get these products to people as they will not do any good on the shelf. Hanke suggested making a cup available for a drawing at a Chamber of Commerce event or including a lanyard in a community gift basket. Herman suggested a booth at the Huckleberry Festival with cups, hats, and copies of the Strategic Plan available. Schmitt stated he would be willing to staff a booth. Thornsby cited the PC's belief that advertising is ineffective and clarified such events would not reach potential tenants. The PC expressed belief such items are more useful as a way to build Port awareness in the community. Thornsby asked if this should be moved to the Public Relations section. The PC declined to move it and accepted the section as written.

14.5 Web Site. Herman suggested including recreation information. Thornsby explained he considered doing so, but questioned whether there was a sufficiently direct link to siting a business. Hanke pointed out the Port's recreational opportunities are covered elsewhere. Thornsby expressed concern that because recreational opportunities frequently change, it would be difficult and time-consuming to keep a list of them current. He added the Mt. Adams Chamber of Commerce (MACC) already covers a broad range of recreational opportunities in the area. Herman asked if the web site has a link to the MACC. Thornsby said he would confirm. The PC accepted the section as written.

15 Conservation:

15.1 Bingen Lake. Schmitt expressed support for constructing a maintenance road at the edge of the wetland boundary. Thornsbury noted the road would need to be sufficiently high to ensure it remains dry. Schmitt added the project is a few years out, but important. The PC accepted the section as written.

15.1.6 Habitat Restoration. Schmitt commented on the spread of knapweed and skeleton weed on Port properties and asked if Klickitat County sprayed at the Port. Thornsbury stated both the County and the Port’s maintenance crew periodically apply herbicides. Schmitt asked about the prevalence of poison oak on Port property. Thornsbury explained it is present, but not widespread.

15.1.7 Development Plans. The PC accepted the section as written.

15.1.8 Pump House. Thornsbury noted this item could change depending on other plans and projects not yet fully defined. Vinyard remarked the pump house is an expensive project. Schmitt requested clarification as to which pumps were being referenced. Thornsbury noted this section refers to the pump house for Bingen Lake. Thornsbury explained the high cost is due to the need for fill, a new slab, and a new intake platform in addition to the cost for the pumps and pump house. The PC accepted the section as written.

15.2 Bingen Harbor – East. The PC accepted the section as written.

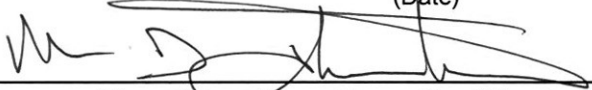
15.3 Programs. Vinyard, Schmitt, and Herman commented regarding the Dark Sky Initiative and the Port’s efforts to reduce its light footprint. Thornsbury said progress is being made little by little, but there is still work to be done. The PC accepted the section as written.

	<p>16 Funding. Thornsbery stated that this will help clarify to the public the limitations and restrictions of grant monies that the Port could access. The PC accepted the section as written.</p> <p>17 Non-Port Projects. The PC accepted the section as written.</p>	
<p>New Business October Meeting Schedule and Budget Workshop</p>	<p>ED Thornsbery explained the upcoming meetings are currently scheduled for October 1 and October 15. PC Vinyard said he would be unable to attend a meeting on October 15. Thornsbery suggested that with a five week month, the meetings be moved to October 8 and 22. SA Ziegler noted the budget workshop could be held October 22 with notices for the budget hearing published the weeks of October 27 and November 3. PC Herman asked for an advance copy of the draft budget.</p>	<p>By consensus, the PC rescheduled the October 1 and 15 meetings for October 8 and 22 with the budget workshop to be held October 22.</p>
<p>Executive Director's Report Dump/Plow Truck</p>	<p>ED Thornsbery said he is working on obtaining quotes for a few used vehicles in addition to a new one. He expressed hope he would have this information available for the October 8 meeting. PC Schmitt suggested using the State of Washington contract to secure additional savings. He added his belief each dealership has a fleet person that can offer a better price. Schmitt stated he was uncertain as to the potential savings for a truck, but noted that for tires it was around 30 percent.</p>	
<p>DIP Water Loss</p>	<p>ED Thornsbery presented an updated graph of unaccounted for water (UFW) at the Dallesport Industrial Park Water System (DIPWS) that included power use at Well No. 1. PC Herman noted the UFW does not appear to be a source meter problem as electricity use increased indicating the well pump was running. SA Ziegler explained that where power use was zero, the PUD had a problem with the meter reading, so an additional few months of data will be needed to be useful. PC Schmitt said he found the information discouraging as it appears water is being pumped, but there is no clear evidence as to where it is going. Herman pointed out it seems every July the quantity of UFW increases significantly. Schmitt noted July is in the heart of fire season,</p>	

	<p>but added last year there were no significant fires that could account for an increase in the UFW. ED Thornsby suggested the quantity of UFW might be linked to water use or to source meter calibration. He added that in either case, UFW could increase as the total quantity of water pumped increases.</p> <p>Herman speculated there might be a problem with one of the distribution meters. Thornsby said it is possible, but most of the water connections—including all of the large connections—have relatively new meters. Schmitt asked if the Dallesport Foundry uses a lot of water. Thornsby explained their use is modest as the foundry recycles their cooling water. Herman asked if there could be a billing issue regarding reading units. Thornsby explained it is unlikely as such an error would be consistent from month to month. Vinyard noted the erratic nature of the UFW. Schmitt asked if the PUD had looked at this. Thornsby explained he had brought it to their attention, but they could not recall having experienced a similar situation. He added more data will likely be needed before an explanation for the UFW can be determined.</p>	
<p>Commissioners Remarks</p>	<p>PC Schmitt said he was trying to work with the Maintenance Lead on the bus station project without taking up too much of his time. He wants to make the bus stop look very professional so the Mid-Columbia Economic Development District (MCEDD) can use it as an example for others.</p> <p>PC Herman said he attended the Southwest Washington Regional Transportation Council (SWRTC) meeting on September 3 and that he was impressed by the presentation by MCEDD. Herman added he went to the annual BNSF Rail Conference in Stevenson earlier in the day where Senator King spoke. PC Vinyard asked there was any discussion concerning progress on the bridge. Herman explained very little was said regarding the Hood River Bridge, but the roundabout for the Bingen rail undercrossing was mentioned.</p>	

Public Comment	Port Consultant Hanke said he was impressed with the discussion on the Strategic Plan. SA Zeigler noted the triennial audit of the Port starts on the September 23. PC Herman said he would attend the audit entrance conference.	
Adjournment	PC Vinyard adjourned the PC Meeting at 8:36 PM.	

Approved on October 8, 2019
 (Date)



 Marc Thornsby, Executive Director

Bonita Snyder

 Bonita Snyder, Administrative Assistant



 Jim Herman, Secretary