

TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
Attendance	Commissioner/Staff Present: Port Commissioners (PCs) James Herman, William Schmitt, Wayne Vinyard; Executive Director (ED) Marc Thornsby; and Administrative Assistant (AA) Bonita Snyder. PC/Staff Absent: None. Guests Present: None.	Meeting called to order by PC Vinyard at 4:31 PM. PC Vinyard noted the audio recording sound quality could be affected as all present were wearing face masks as a result of the COVID-19 pandemic.
Administrative Matters Approval of Minutes Approval of Vouchers	Minutes – March 24, 2020 Payroll Vouchers – April 6, 2020, #D12571-D12586, \$16,680.51. Vouchers – April 9, 2020, #28100-28120, \$24,435.58. Payroll Vouchers – April 20, 2020, #D12587-D12595, \$13,940.21. Payroll Vouchers – May 5, 2020, #D12596-D12609, \$14,724.04. Vouchers – May 6, 2020, #28121-28145, \$42,294.70. Vouchers – May 15, 2020, #28146-28157, \$25,159.36. Payroll Vouchers – May 20, 2020, #D12610-D12618, \$13,617.21. Vouchers – June 2, 2020, #28158-28173, \$170,965.91. Payroll Vouchers – June 5, 2020, #D12619-D12633, \$13,675.70.	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>Resolution 03-2020 Surplus 151 Parallel Building</p>	<p>Vouchers – June 9, 2020, #28174-28186, \$74,171.13.</p>	<p>PC Schmitt M to approve Resolution No. 03-2020, PC Herman S, MP 3-0.</p>
<p>Old Business DIP Lot 39 Development</p>	<p>PC Schmitt presented a preliminary site plan for Dallesport Industrial Park Lot 39 and noted he will attend a pre-permit meeting with Klickitat County and Mackenzie. He anticipated a request for a permit could be completed in two weeks if the meeting goes well.</p> <p>Schmitt stated the geotechnical work has been completed and the report is expected by the end of the week. He added it will be possible to manage stormwater using a drain field to allow for infiltration into the soil. PC Vinyard asked about the porosity test. Schmitt confirmed the soil was porous enough for drainage. Vinyard noted the geotechnical report will be needed to determine the thickness of the concrete pad. Schmitt agreed and noted there is compacted gravel and sand on the building site. He added he is uncertain of the requirements to create stable footings.</p> <p>Schmitt noted Mackenzie asked for the manufacturer of the Mid-Columbia Economic Development District (MCEDD) building, Webb Steel. He added Mackenzie maintains a list of prefabricated building manufacturers and will go out to bid once the permit is acquired. Discussion followed concerning building appearance and related costs. Schmitt explained he requested Mackenzie provide an expense breakdown for the designs being considered.</p> <p>Schmitt stated the building should have a fire alarm system, but a sprinkler system may not be required due to the size of the building. He explained he would know more concerning what will be required after the meeting with the County. Schmitt remarked he was pleased with the</p>	

	<p>designs for the building, adding he requested the exterior lights be low intensity to reduce light pollution.</p> <p>Vinyard asked if the County would need to have the geotechnical report before the meeting. Schmitt said he did not believe that would be necessary. Vinyard asked whether additional support from the Port was needed. Schmitt said the geotechnical team and the architects have been very helpful.</p>	
<p>New Business June/July Meeting Schedule</p>	<p>ED Thornsby noted June has five Tuesdays and suggested the June 16 meeting could be canceled or moved to June 23 depending on business. Thornsby explained he did not anticipate having any new agenda items until early July. PC Schmitt added he had no business for June, but might have business by July 7.</p>	<p>By consensus, the PC canceled the June 16 meeting.</p>
<p>Independence Day Fireworks Event</p>	<p>ED Thornsby noted the annual firework event is fast approaching and expressed concern with the increase in active COVID-19 cases that recently occurred in Klickitat County. Thornsby added he discussed possible cancellation of the event with Bingen Mayor Betty Barnes who agreed it might be best to cancel this year's event. He explained that, given the nature of the event and the small area in which it occurs, it would be difficult to maintain adequate social distancing. Thornsby noted the Hood River firework display has been canceled which could result in increased crowd size if the Port's event were held.</p> <p>PC Schmitt explained the Appleton fire chief volunteered to send a fire truck to support the event, as usual, but had indicated he would prefer not to do so given the circumstances. Schmitt added the Port does not have the resources to monitor or enforce health precautions. Thornsby noted the Port would still need to have a staff member present to notify those who bring fireworks to the Port the event was canceled and stated a press release would be sent to the newspaper. PC Herman asked for a copy of the press release to post on the "White Salmon Happenings" Facebook group. PC Vinyard stated canceling the event would be consistent with</p>	<p>By consensus the PC canceled the 2020 Independence Day fireworks event.</p>

	<p>other local jurisdictions and seemed prudent given the new active cases in the area.</p>	
<p>Executive Director's Report BPBP Lot 34 and Lot 18 Ground Leases</p>	<p>ED Thornsby reminded the PC Insitu has held a ground lease for Lot 34 through a series of short-term leases and has asked for an additional two years. He added an amendment extending the lease for a one year with a one year extension has been provided to Boeing.</p> <p>Thornsby stated Hanging H (a contractor for Williams NW Pipeline) has leased Lot 18 through the end of the year, though they expect to complete their job and vacate the lot by the end of September. He noted the lot is leased at the standard rate and at the end of the lease, the gravel will remain in place but the electrical service will be removed.</p>	
<p>DIP Lot 15 Ground Lease</p>	<p>ED Thornsby reported the ground lease for Dallesport Industrial Park Lot 15 has been executed and the next step will be ground leveling work performed by the lessee. He noted there are some problems with the compaction of the fill on Bingen Point Business Park Lot 9 placed by the lessee so some follow up work will be required.</p> <p>PC Schmitt asked if Lot 9 will require re-engineering. Thornsby explained the Port's engineer conducted several tests and most passed with a couple of exceptions. He added where the tests failed, it appears the lift was too thick for proper compaction. PC Vinyard asked if the entire lift would have to be removed and the lot re-compacted. Thornsby stated only one lift was placed so it likely will not have to be dug out and replaced, just graded to a thinner depth and compacted. Vinyard questioned the suitability of some materials. Thornsby noted the unacceptable material on the lot had been removed.</p> <p>Vinyard asked if the engineered placement of blocks had been completed appropriately on Lot 15. Thornsby said the lessee is aware of the PC's</p>	

	<p>requirements, but no work has begun on the lot itself. He added when work begins to happen it will be monitored by the Port. Thornsbery reported the lessee is looking for reimbursement for part of the leveling costs under the terms for the lease agreement and he reminded the lessee all work must be completed properly to receive reimbursement.</p>	
<p>BPBP NW Lot Boundary Fill Project</p>	<p>ED Thornsbery explained substantial progress has been made on the project with most of the boulders already crushed. He estimated the contractor is 85-90% complete with the crushing work on Lots 1 and 2 and stated he expected they would finish in another day, leaving the north rock wall from the bins to the east end of Lot 7 to be crushed. Thornsbery suggested crushing could be completed by the end of next week after which the Port's engineer would evaluate the quantity of crushed material and adjust the bid quantity estimates. He added the final quantity is expected to be slightly more than the original estimate.</p> <p>PC Vinyard inquired about the excavation occurring near the fruit bins on Lot 6 and expressed concern the bins might need to be moved. Thornsbery noted the Port's engineer had been informed the Port could request the lessee relocate some of the bins, but the contractor did not believe this would be necessary.</p> <p>PC Schmitt asked if additional material would need to be brought in to construct the slope. Thornsbery explained the quantity of soil currently on site is expected to be sufficient so additional material should not be required.</p> <p>Vinyard stated he was surprised to see the large size of Lot 1, adding the project has made it possible for the community to better understand the Port's vision. Schmitt clarified the Port is constructing a berm around the lake buffer and filling the lots to the top of the berm. Thornsbery noted the Port is setting the stage for the future and solving a decades old problem by making something useful out of the free boulders received</p>	

years ago. However, he acknowledged it was not the most efficient way to obtain fill material. Thornsbury remarked there are photos showing the problems with soil stability resulting from the former rock wall in the event there are questions concerning the need to remove it. Schmitt added the rock wall probably could have been constructed to be structurally sound, but the cost would have been great enough the Port would not have been able to afford it.

Thornsbury explained saturated, silty soils were found on Lot 1 and Lot 2 approximately six feet beneath the existing surface, prompting the Port's civil engineer to have a geotechnical engineer conduct LIDAR testing on the lots. Thornsbury described the options presented by the civil and geotechnical engineers and the recommendation to install geotextile fabric before placing any fill material on the lots. He added a successful test was conducted by the contractor in his presence—and that of the civil engineer—to confirm that a two-foot thick layer of crushed rock could sustain the weight of a loaded off-road dump truck without excessive surface deformation.

Thornsbury explained he decided not to install geotextile fabric because the test indicated it was not necessary for the project or the future receipt of fill, it would not prevent the need for future surcharging, and the cost was estimated at \$55,000 for lots 1 and 2. He added Lot 8 has a similar elevation and could exhibit the same conditions which could increase the area and cost. Thornsbury noted he requested a long term plan for filling and surcharging (overfilling) lots 1 and 2. He added a comprehensive geotechnical assessment was completed before fill was received from the second navigation lock at Bonneville Dam in 1992.

Thornsbury reported the results of the 1992 assessment showed very similar subsurface conditions to those found on lots 1 and 2, adding the

	<p>long term plan will detail how much fill the Port will need, how long it will need to be surcharged, and how the Port will monitor it. He stated the plan will provide useful information to future PCs on which decisions concerning fill material can be based. Discussion followed regarding other lots the Port successfully surcharged after 1992.</p>	
<p>DIP Aggregate Exporting</p>	<p>ED Thornsbery reported he is continuing to assess how best to facilitate the export of aggregates at the Dallesport Industrial Park, adding the long-term impact of the pandemic on the economy in general, and its effect on industry projections concerning demand and timing in particular, are unknown. Thornsbery explained the next step will be to contact various parties within the industry to determine if sufficient interest remains to proceed with defining how such a system would be designed and operated before moving to the matter of financing.</p> <p>PC Schmitt expressed concern about the cost to the Port of providing and maintaining conveyor systems, noting such equipment is self-sacrificing with belts and bearings requiring constant upkeep. Thornsbery acknowledged maintenance and operation would have to be addressed and explained the potential parties involved had been informed the Port would not take on those costs without a way to recover them. He also expressed concern with having the Port too heavily involved, but added the industry is concerned with having a fair and independent operator to run and maintain the system to prevent anti-competitive behavior or the preferential treatment of one industry user over another.</p> <p>Schmitt suggested the industry seek an investor to own and operate the system as an objective third party. Thornsbery cautioned there are two issues that could prevent the industry from using such an arrangement. First, the industry has yet to estimate the overall quantity of material in the area and an investor will want to ensure the amount is sufficient to recoup its investment. Second, the involvement of another party will add their profit to the overall export cost in a market that already operates on</p>	

	<p>thin profit margins. Thornsbery explained the Port's involvement benefits industry by allowing all of the parties to share the cost through the use of shared facilities, benefits local landowners with aggregate resources by making those resources more marketable through reduced transportation costs, and benefits constituents of the Port by generating a revenue stream for the Port. Discussion followed regarding the location and operation of other mines in the general area.</p> <p>Schmitt stated he did not oppose the Port's involvement, but was very concerned about the potential financial implications of Port ownership. Thornsbery replied he has made clear the Port will not subsidize exporting or take it on as a liability for the limited benefit of industry or land owners. He added that at worst, the Port would come out cash neutral. Thornsbery noted the Port will likely have to make a decision concerning whether to proceed by the end of this year, depending on the industry's projections.</p>	
BPBP Bus Shelter	<p>ED Thornsbery reported Kathy Fitzpatrick with the Mid-Columbia Economic Development District (MCEDD) approached the Port with an opportunity to apply for a grant through the Washington State Department of Transportation (WSDOT) to substantially fund the purchase of a prefabricated bus shelter. He stated he agreed to partner with MCEDD on the grant application and added the Port would contribute the time and money previously allocated for the internal design and fabrication of a bus shelter. Thornsbery explained he and Fitzpatrick collaborated on the grant application and projects awarded grant funds are expected to be announced near the end of June.</p> <p>PC Schmitt questioned the price for the bus shelter and remarked it seemed high. Thornsbery replied that, based on his research, it was not significantly above average when compared with other full-size shelters used across the United States. Schmitt added there are two complete</p>	

	<p>shelters at MCEDD, noting they have blue roofs and are not heated as he had previously believed. Thornsbury stated he had encouraged Fitzpatrick to seek a consistent shelter appearance so bus stops could be easily identified by users.</p>	
<p>DIP Klickitat PUD Easements</p>	<p>ED Thornsbury stated the Klickitat Public Utility District (KPUD) requires the Port to grant easements for all of its main and service lines located on Port property. He explained the Port created a comprehensive easement covering all KPUD main and service lines at Bingen Point a few years ago, noting it is now in need of updating. Thornsbury said the Port committed to issuing easements to KPUD covering the Dallesport Industrial Park several years ago, but this had not yet been done. He added he has been working on a comprehensive easement document for Dallesport to address this. Thornsbury explained he is waiting for information to terminate some existing easements and approval of the new comprehensive easement document from KPUD. He noted all KPUD-related easements for Dallesport would now be in one place which is easier for the Port, KPUD, and title companies while reducing the cost of recording easements and updating the Binding Site Plan.</p> <p>PC Vinyard asked which power lines were overhead. Thornsbury explained overhead lines were used along Parallel Ave. and areas to the east while areas west of Parallel Ave. used underground lines. He added the challenges and costs for underground utilities was greater in Dallesport due to the potential for hitting rock. Thornsbury reminded the PC it decided to use underground lines in the front part of the park (west of Parallel Ave.) to provide a light industrial look and feel while allowing overhead lines on and east of Parallel Ave. due to the heavy industrial use expected. Discussion followed concerning the disadvantages of overhead lines.</p>	
<p>Landscaping</p>	<p>ED Thornsbury noted landscaping work at Bingen Point had been limited due to the COVID-19 restrictions, but it will receive additional focus as staff returns. PC Vinyard confirmed landscaping is billed monthly and</p>	

	<p>asked if Thornsbury anticipated any problems with being able to catch up on neglected landscaping. Thornsbury stated he was unsure, but would continue to monitor it.</p>	
BPBP Irrigation	<p>ED Thornsbury stated work on the irrigation system will be resuming shortly and described the work already completed in Sailboard park. He added Sailboard Park has been neglected for some time, but most of the rotors are popping up now with a few that still need to be replaced because they are not rotating.</p> <p>Thornsbury noted the next major project at Sailboard Park will be to finish the west end of the park which has never had irrigation. He explained the park will need fill dirt, weed removal, and expansion of the irrigation system. Thornsbury advised the cost is expected to be large enough the Port should approach it as a project during the budget process rather than as a maintenance task.</p> <p>Thornsbury suggested the PC consider starting to set aside funds to make improvements including a location for future restrooms, the installation of electric service, establishing irrigation zones, and adding an irrigation controller. He noted the east half of the park is largely in good shape, adding Cottonwood tree roots are the biggest problem as they run near the surface and damage mower blades and irrigation rotors.</p>	
Radar Speed Display	<p>ED Thornsbury stated he is finishing up details on the radar speed display and expects it to be in service this year as other road signs are installed.</p>	
Railroad Underpass	<p>ED Thornsbury reported discussions between the Washington State Department of Transportation (WSDOT) and the Burlington Northern Santa Fe (BNSF) Railway continue regarding what will be required during construction of the underpass. Thornsbury stated it is his understanding BNSF is requiring a double-track shoo-fly. PC Schmitt</p>	

questioned the cost compared to an overpass. Thornsbery remarked the final cost remains to be seen, but agreed the “low cost alternative” underpass may prove to be as expensive as the eastern overpass rejected by WSDOT as too expensive. Thornsbery expressed his opinion it will be difficult to build the required shoo-fly for the \$1.5 million he understands was set aside for a shoo-fly in the underpass budget.

Thornsbery noted the current plan calls for the project to be bid in early 2021 with construction starting later that year. He added if WSDOT cannot reach agreement with BNSF, or if there are significant problems with the state budget, the project could be delayed. Thornsbery said he did not anticipate the project would be canceled as a result of a state budget shortfall, but it could be delayed to allow the gas tax revenues funding the project to catch up as consumption recovers from the pandemic. Schmitt remarked the need for the underpass may have lessened as the anticipated Insitu campus has not been built.

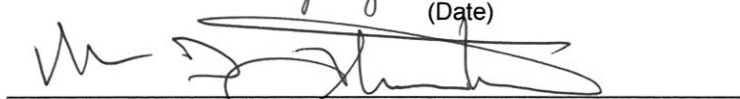
Thornsbery reported he has an upcoming conference call with WSDOT concerning the stormwater plans for the project. He explained stormwater currently collects on the north side of the tracks and the latest plans show barriers on the east and west sides of the underpass with plumbing to transport stormwater from east to west around the opening. He added WSDOT has claimed the source of this stormwater is primarily from the BNSF property, but the large quantity of stormwater seems inconsistent with an area 200 feet wide and a half-mile long.

Thornsbery expressed concern the stormwater is also from other sources in the area, that stormwater north of the railroad tracks is unmanaged and migrating onto Port property, and the current WSDOT plans ignore this problem and maintain the status quo. He explained the meeting with WSDOT will include how to better manage stormwater, even if it means the Port gives up a small area of land for a bioswale so stormwater

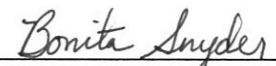
	<p>entering Port property can be controlled and managed. He added no one currently seems to have any concrete data as to the source of stormwater on the north side of the BNSF tracks and this may be the only chance to address this issue. Discussion followed regarding possible runoff sources.</p>	
<p>Commissioners Remarks</p>	<p>PC Vinyard questioned the proposed use of DIP Lot 8 to stockpile aggregate and asked how much material could be stored there. PC Herman requested clarification concerning the location where a conveyor would cross the railroad tracks. ED Thornsbery explained the available space south of the railroad track is insufficient to accommodate the quantity of aggregate necessary to fill a barge and noted Lot 8 would be capable of holding enough aggregate to allow three exporters to stockpile an amount equal to one full barge load. He described the topography near the railroad bridge, explaining how it could accommodate an overhead conveyor and the difficulties in crossing the railroad track west of the bridge. Thornsbery added conveyor locations are merely speculative and would ultimately be planned by experts familiar with conveyor systems if the project progresses.</p> <p>PC Schmitt asked about the status of the dump truck. Thornsbery stated he is working on a comprehensive review of equipment with the expectation of providing a report to the PC in August. Schmitt expressed concern about the lack of signage on Port vehicles and requested an update. Thornsbery explained signage had not been completed simply due to other pressing matters and he intends to have the same signage done for all of the vehicles at the same time.</p> <p>Vinyard reported he participated in a Klickitat County Public Economic Development Authority (KCPEDA) meeting where he learned the County is coordinating with the City of the Dalles to apply for grant funds for construction of a hangar at the Dallesport Airport where the</p>	

	<p>Columbia Gorge Community College expects to start an aircraft maintenance training program. Thornsbery noted he had been contacted regarding Port support for the grant application. Schmitt noted there is a chronic shortage of aircraft mechanics and inspectors.</p> <p>Vinyard added the County is eager to work with the Port to get a building constructed. Schmitt noted a building at Dallesport building is on the County project list. Vinyard expressed appreciation for the updates produced by Thornsbery and for the efforts of Schmitt concerning the development of DIP Lot 39.</p> <p>PC Schmitt remarked the Mid-Columbia Economic Development District (MCEDD) staff is largely working from home. He stated the loan officer is working aggressively to distribute EDA stimulus monies by making lots of small business loans.</p> <p>PC Herman noted he attended the Southwest Washington Regional Transportation Council (SWRTC) meeting in Vancouver, and will attend the next one via Zoom.</p>	
Public Comment	None.	
Adjournment	PC Vinyard adjourned the PC Meeting at 6:08 PM.	

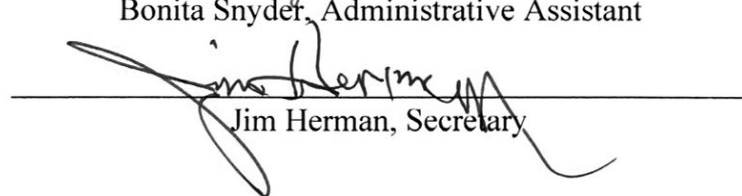
Approved on July 21, 2020
 (Date)



 Marc Thornsbery, Executive Director



 Bonita Snyder, Administrative Assistant



 Jim Herman, Secretary