

TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
<p><b>Attendance</b></p>	<p><b>Commissioner/Staff Present:</b> 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. <b>PC/Staff Absent:</b> None. <b>Guests Present:</b> Jess Groves, Port of Cascade Locks Commission President; Paul Koch, Port of Cascade Locks Consultant; Mark Johnson, Port of Cascade Locks Government Relations Consultant.</p>	<p>Meeting called to order by PC Vinyard at 4:30 PM.</p> <p>By consensus the PC agreed to move the Port of Cascade Locks agenda item to immediately follow Administrative Matters.</p>
<p><b>Administrative Matters</b> Approval of Minutes  Approval of Vouchers</p>	<p>Minutes – August 18, 2020.</p> <p>Vouchers – September 1, 2020, #28279-28289, \$4,099.19.</p> <p>Payroll Vouchers – September 8, 2020, #D12699-D12717, \$17,752.08.</p>	<p>PC Schmitt M to approve the minutes, PC Herman S, MP 3-0.</p> <p>PC Herman M to approve the vouchers, PC Schmitt S, MP 3-0.</p>
<p><b>Old Business</b> DIP Lot 39 Development</p>	<p>PC Schmitt stated the permit has not been received from the County. He noted the bid packet is complete and is expected to go out September 9. Schmitt added he was expecting a response to several questions he had addressed to Mackenzie and would share the answers with the PC once a response is received.</p> <p>Schmitt suggested an amendment to Mackenzie’s contract to allow their engineer to review the bids received to ensure they meet the requirements and specifications. He suggested having an engineer familiar with the project conduct the review, adding he did not feel comfortable accepting bids that had not been reviewed by a professional. Schmitt expressed his belief that although the contract with Mackenzie currently includes an hourly rate for additional engineering consultation, the bid review should have a negotiated fixed cost rather than an open-ended hourly rate. SA Ziegler suggested a project number for inclusion in the bid documents.</p>	<p>PC Vinyard M to allow PC Schmitt to negotiate a rate with the Mackenzie Group to evaluate received bids, PC Herman S, MP 3-0.</p>

<p>New Equipment</p>	<p>ED Thornsby provided the PC with information on various Kubota tractors as requested at the prior meeting. PC Schmitt cautioned mowers with a single tail wheel can result in gouging when used on an uneven surface. Thornsby confirmed Schmitt was referring to the various rotary cutter attachments available. Schmitt suggested use of a grooming mower with four independent wheels. PC Vinyard questioned the capacity of such a mower. Schmitt stated he would not recommend it for brush, but a grooming mower would do a nicer job on fields. Discussion followed about where the mower could be used. Schmitt expressed the opinion if the mower was to knock down sage brush, a flail mower would be a better alternative. He added a flail mower could be used to make lots targeted for development more attractive to potential lessees.</p> <p>Vinyard noted that support for front end accessories is a critical factor when evaluating tractors as maneuvering with rear attachments can be dangerous. Schmitt added accessories, such as a backhoe, should be easily removable when not needed so as to improve maneuverability. Vinyard said front attachments allow the operator to be forward-facing which is more comfortable, adding a snow blower on the front allows the operator to see where the snow is going and improve safety.</p> <p>Discussion followed concerning the size and weight of a potential tractor, how much the Chevrolet C5500 was capable of hauling, and under what conditions a Commercial Driver's License (CDL) would be required. PC Herman noted the gross vehicle weight rating of the truck is 19,500 pounds fully loaded, leaving 6,500 pounds for a trailer before reaching the 26,000 pounds requiring a CDL. Vinyard noted the truck weighs 8,845 pounds empty. Herman suggested with the truck empty, it could tow 17,155 pounds. Schmitt concurred. Herman calculated the weight of a tractor and attachments at 7,841 pounds and estimated the trailer weight at 3,000 pounds, adding this would leave an extra 6,000 pounds.</p>	<p>By consensus the PC directed Schmitt to make contact with the Washington State Patrol to clarify the current CDL requirements.</p>
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	<p>Thornsbury questioned whether the CDL requirement was based on actual weight or rated weight. Vinyard noted the 8,845 weight figure is actually in kilograms and the real weight is 19,500 in pounds. Schmitt stated a truck and trailer less than 26,000 pounds when weighed on portable scales and without air brakes does not require a CDL. Thornsbury said he could not be certain one way or the other. Herman expressed concern the requirements refer to rated weight which could mean a CDL is required if the rated weight of the truck and trailer exceed 26,000 pounds even though the actual weight is well below that figure.</p> <p>Vinyard suggested visiting the Kabota dealer to talk with a sales representative about the Port's needs. Thornsbury suggested the CDL requirements be clarified first. Schmitt concurred, suggested talking with the state patrol, and added he could stop by the weigh station in Goldendale and obtain additional information. Herman suggested getting a written statement of the requirements. Vinyard reminded the PC of the option to hire a person with a CDL to train others. Herman advised waiting to confirm the CDL requirements, adding he would prefer to avoid the need for a CDL if possible.</p>	
<p><b>New Business</b> Port of Cascade Locks</p>	<p>Jess Groves explained he wanted ports on the Washington side of the Columbia River to understand what the Port of Cascade Locks (PoCL) is trying to achieve regarding the Bridge of the Gods (BotG) bicycle and pedestrian walkway. He acknowledged the Port of Klickitat has historically opposed waivers to Title 23. Groves reviewed his history with the Port of Cascade Locks and his connections to the Port of Klickitat.</p> <p>Groves stated he has lobbied in Salem, Washington D.C., and Olympia and often speaks with elected officials representing Klickitat County. He offered to communicate any questions the PC might have to the offices of these officials. Groves reported during the last year the PoCL has worked with Klickitat County commissioners Sauter and Sizemore and</p>	

Skamania County commissioner Hamlin to inform state legislators Curtis King, Gina Mosbrucker, and Chris Corry's offices of the importance of tourism and transportation to the Columbia River Gorge. He added Highway 14 is already congested and this will increase as the population continues to grow. Groves noted he and Paul Koch started the One Gorge group to address issues, such as transportation, common to the region's ports.

Groves explained the Pacific Crest Trail (PCT) Association approached the PoCL approximately ten years ago concerning the addition of a pathway across the BotG to address the lack of a safe pedestrian crossing. He added after the release of the movie *Wild*, annual pedestrian crossings increased to six or seven thousand. Groves explained if a pedestrian walkway were built on the BotG, the PoCL would be responsible for supplying the required matching funds for the Federal Lands Access Program (FLAP) grants applied for through both Washington (with a ten percent match) and Oregon (with a twelve percent match). He added the total project cost is estimated at \$25 to \$30 million. Groves noted the PoCL would assume ongoing responsibility for maintenance of the walkway and would not toll pedestrians using it.

PC Herman asked why the PoCL no longer charges pedestrians to cross the BotG. Groves explained there has been a longstanding agreement to allow PCT hikers to cross free of charge. He added the City of Stevenson also requested pedestrians be allowed to cross free of charge. As a result, the PoCL eliminated all pedestrian tolls. PC Schmitt asked about equestrian crossing, given the popularity of the PCT among riding groups. Mark Johnson responded equestrian use was relatively low compared to pedestrians and cyclists and Groves noted the PoCL does receive questions regarding equestrian crossing. Groves pointed out the long distance to the next pedestrian crossing point and added the liability

	<p>associated with the increase in pedestrian traffic prompted the PoCL Commission to consider prohibiting pedestrian crossings entirely.</p> <p>Groves explained Title 23 requires any and all toll revenue collected from a bridge receiving federal grant funds must be dedicated to the maintenance and operation of the bridge. He added the PoCL has been working over the last four or five years to dedicate more of the BotG toll revenue to operating and maintaining the bridge. Groves noted if the PoCL were able to operate without using toll revenues, it would be able to obtain grant funds without needing a waiver for Title 23. He added if the Port of Hood River (PoHR) received federal grant funds it would also be required to direct toll revenues to maintenance and operation of the Hood River Bridge. Groves said his intent is to make sure the PC understands what the PoCL is trying to do, adding he would keep the Port informed as the PoCL pursues funds for the project.</p> <p>Johnson stated the primary purpose of the pedestrian crossing project is to improve safety for the thousands of PCT hikers that try to cross the bridge at the same time as log trucks and other traffic. He added the secondary purpose is to support economic development through recreation. Johnson explained there is currently no safe crossing for hikers, cyclists, and equestrians over the Columbia River between Portland and The Dalles. He noted millions of dollars have been spent completing the Old Columbia River Highway path and adding lanes in and around Stevenson for pedestrian traffic. Johnson praised this work, but noted there is no way to get from Oregon to Washington safely. He explained the BotG walkway would connect the two sides of the Gorge, boosting economic development as a result of better recreational access to the Washington side of the Columbia River Gorge from Portland.</p> <p>Johnson explained two years ago the PoCL had applied for and received a FLAP grant for planning and engineering the walkway project, but</p>	
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declined the grant due to the language in Title 23 that would have required all toll revenue collected by the PoCL to be used exclusively for bridge operations and maintenance. Johnson added he worked with Congressman Greg Walden to draft a narrowly worded amendment that would allow the PoCL to apply for funds without the Title 23 requirements for a period of no more than ten years for the purpose of connecting a national trail system in a scenic area. He explained the waiver does not allow tolling on the new walkway and does not cover additional vehicle lanes.

Johnson stated the bill with the Title 23 waiver has passed the House of Representatives but has not yet been considered by the Senate. He added the PoCL has worked closely with Representative Jaime Herrera Beutler and expressed his belief in the importance of having senators from across the Pacific Northwest support the project. Johnson stated the PoCL has tried to work closely with all its stakeholders because the project will not increase tolls or result in more revenue for the PoCL. He expressed his belief the project will be a substantial benefit to the region and enhance recreation tourism.

Koch expressed his belief parties on both sides of the Columbia should be working together as the PoCL's proposed project includes design and funding to connect the walkway with trail segments on the Oregon side and in Skamania County. Koch explained the PoCL has a 15 year plan to increase the amount of toll revenue spent on bridge operations and a ten year plan to fund Port operations without the need to use toll revenue. He added excluding toll revenue from operations now would require staff layoffs and leave the parks unmaintained, but the PoCL is actively working to run operations without toll revenue within seven years. Groves said he would gladly share his plans with the PC and detailed bridge expenses from the previous year. He added Washington's

congressional delegation has been protective of Klickitat County's interests. Groves invited the PC to tour the PoCL.

Groves stated he and Koch have been trying to organize an annual meeting of local Port managers to facilitate greater cooperation. He expressed the belief Ports should help each other out. Vinyard and Schmitt concurred. Vinyard added the communities in the region are interrelated on economic, social, and recreational levels. Schmitt expressed his belief it makes no difference if a business locates at the Port so long as they locate in the Gorge. Discussion followed about resources available to ports including grant opportunities.

Vinyard explained Klickitat County residents currently pay tolls to the PoHR and taxes to the Port of Klickitat. He added they pay a lot for economic development but do not see much in return. Vinyard noted if the Port's constituents will be sharing in the cost of a new bridge, they will want participation in managing toll revenues. Vinyard expressed concern were the PoHR to obtain a waiver for Title 23, toll revenue from Klickitat County residents could be used to continue funding economic development in Hood River while leaving Klickitat County with the status quo. Schmitt clarified the PC's concern is not related to the BotG, but the possible effect a waiver could have with respect to the Hood River Bridge. Johnson explained the waiver language approved in the House bill was so narrow it could not apply to the Hood River Bridge because the bridge does not connect to the PCT.

Discussion followed regarding the purpose of the Title 23 requirements. Vinyard stated the PC has clearly explained its concerns and is trusting the elected officials representing Klickitat County to act in the best interests of the community. Groves stated he has worked to keep tolls low for local residents and businesses. Vinyard stated the PC recognizes the PoCL made a financial investment in the BotG in 1964 and what it

	<p>chooses to do with that investment is its business. He added the PoHR made a similar investment in the Hood River bridge. Vinyard cautioned a new bridge will need to reflect the needs of the communities in Klickitat County as well. He stated the existing bridge was a good investment for the PoHR, but the PC is planning for the future participation of Klickitat County in a new bridge. Vinyard expressed appreciation for the limitations on the waiver, adding the PC was concerned the PoHR might try to get a waiver as well. Groves stated his belief that, based on the protection of Washington’s congressional delegation and the difficulty experienced by the PoCL, it would not be possible for the PoHR to follow suit.</p>	
<p>Free Right Turn – Marina Way at Maple</p>	<p>PC Herman proposed a traffic control change at the intersection of Marina Way and Maple Street that would allow westbound traffic on Marina Way to make a right hand turn onto northbound Maple Street without stopping. He noted there was minimal northbound traffic on Maple Street approaching the intersection. Herman expressed his opinion the change would improve the efficiency of the intersection and reduce pollution. He added the Port could mount a “Cross Traffic Does Not Stop” sign below the current stop sign for northbound Maple Street traffic and another sign under the westbound Marina Way stop sign permitting right hand turns.</p> <p>PC Vinyard asked if the change would violate proper road etiquette. Herman compared the intersection to similar intersections in the City of Hood River where right hand turns are permitted without stopping. PC Schmitt expressed support for the change. Vinyard asked if the change would affect truck traffic from SDS Lumber. ED Thornsby noted trucks exiting the SDS log yard and the Underwood Fruit bin lot travel northbound on Maple Street south of the intersection. Herman suggested a letter be written to Underwood Fruit and SDS Lumber explaining the proposed change and offering an opportunity to express any concerns.</p>	<p>By consensus the PC directed staff to send a letter to SDS and Underwood Fruit requesting comments by the September 15, 2020, meeting.</p>



Minutes Corrections	<p>ED Thornsbery noted staff discovered incorrect references to the RCW subsection applicable to a number of executive sessions going back several years. He explained corrections to these references have been made, adding the content has not changed, but the minutes now accurately reflect what took place.</p> <p>The following minutes were altered to correct the RCW subsection referenced for the executive sessions held February 17, 2009, May 18, 2010, June 1, 2010, October 5, 2010, November 2, 2010, December 7, 2010, December 17, 2013, December 15, 2014, December 8, 2015, November 22, 2016, November 21, 2017, November 20, 2018, and November 19, 2019.</p>	
Workshop and 2021 Budget Schedule	<p>SA Ziegler stated October 6 and 20 are the regularly scheduled meetings for October. ED Thornsbery stated the Port typically schedules the workshop sometime between October 12 and 18, with the PC holding a budget hearing during the first November meeting and adopting the budget during the second November meeting. PC Schmitt suggested combining the budget workshop with the regularly scheduled meeting October 20. Thornsbery noted the budget workshop last year was conducted from 12:00 PM to 4:00 PM with a half hour recess before resuming with regular business at 4:30 PM, with lunch provided. Schmitt expressed his preference for this schedule versus a separate meeting. Vinyard stated Port Consultant Hanke is fully prepared for the strategic planning workshop scheduled for September 15, 2020, at 2:00 PM. Ziegler asked if food should be ordered for the strategic planning workshop. Vinyard suggested ordering sandwiches.</p>	<p>By consensus the PC chose to hold the budget workshop on October 20, 2020, starting at 12:00 PM.</p>
Surplus	<p>ED Thornsbery reminded the PC the flagpole in Marina Park is not in use and is neither lighted nor conveniently located. He added it is no longer at the edge of the park due to the realignment of Marina Way and is now an obstacle to recreation. Thornsbery stated there are parties interested in the flagpole that would pay a nominal fee and remove it at their expense. PC Vinyard noted the flagpole had never been in use</p>	<p>By consensus the PC tabled the discussion of the flagpole for one year and agreed to surplus the aluminum gangway.</p>

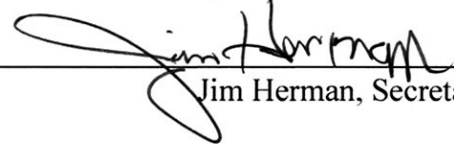
	<p>during his time as a commissioner. PC Schmitt expressed reluctance to remove the flagpole. PC Herman suggested tabling the discussion for one year. Schmitt agreed, stating the timing is poor as people in the community could misunderstand and take offense at its removal.</p> <p>Schmitt suggested the portion of the SDS log flume removed from Daubenspeck Park be located in one of the Port's parks. Vinyard expressed concern regarding maintenance costs and obligations as well as potential liability. Schmitt acknowledged the potential liability of having the flume. Thornsby explained the primary reason for its removal from Daubenspeck Park was to allow construction of the skate park. He noted the City did not choose to relocate it to another portion of the park. Schmitt expressed disappointment the flume appeared neglected as it is part of the community's history. Vinyard agreed the flume is interesting, but expressed concern it could be vandalized. Schmitt stated it has not been vandalized at SDS, but noted SDS has a night watchman.</p> <p>Ziegler stated the aluminum gangway was relocated after being damaged by metal thieves while stored in the area known as the "swim beach". Schmitt stated it was no longer usable and would cost more to repair than it is worth. He suggested it be added to the Lot 39 scrap pile.</p>	
<p><b>Executive Director's Report</b> BPBP Irrigation Water Right</p>	<p>ED Thornsby reported he contacted the Department of Ecology (DOE), directed it to proceed with the irrigation water right for Bingen Point, and confirmed no further action is required from the Port. DOE did not provide an update, but acknowledged receipt of the Port's response.</p>	
<p>Truck Signage</p>	<p>ED Thornsby reported the signage for the Chevrolet Colorado and C5500 trucks has been installed. He added the artwork for the backhoe is complete, but will not be installed until rust damage on the doors is repaired.</p>	

Snow Plow	ED Thornsbery reported the snow plow has been ordered, but he has not received an estimate for when the plow will arrive in order to schedule installation.	
<b>Commissioners Remarks</b>	Schmitt reported the Mid-Columbia Economic District Development (MCEDD) board is meeting tomorrow to perform the six month review for the current director.	
<b>Public Comment</b>	None.	
<b>Executive Session</b>	<p>PC Vinyard recessed the PC Meeting at 6:49 PM for 12 minutes. Vinyard called an executive session at 7:01 PM to review the performance of the Executive Director pursuant to RCW 42.30.110(1)(g) for a period of 30 minutes.</p> <p>At 7:30 PM Vinyard extended the executive session for 15 minutes. At 7:45 PM Vinyard extended the executive session for 15 minutes. Vinyard adjourned the executive session at 8:00 PM. No action was taken in the executive session.</p>	By consensus the PC determined PC Vinyard should speak with Port Consultant Hanke.
<b>Adjournment</b>	PC Vinyard adjourned the PC Meeting at 8:00 PM.	

Approved on September 15, 2020  
(Date)

  
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Marc Thornsbery, Executive Director

  
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Bonita Snyder, Administrative Assistant

  
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Jim Herman, Secretary