

TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
Attendance	Commissioner/Staff Present: Port Commissioners (PCs) James Herman, William Schmitt, Wayne Vinyard; Executive Director (ED) Margie Ziegler; and Administrative Assistant (AA) Bonita Snyder. PC/Staff Absent: None. Guests Present: Michael Bernert, WCP Inc.; Darrin Eckman, Tenneson Engineering.	Meeting called to order by PC Vinyard at 4:32PM.
Administrative Matters Approval of Minutes Approval of Vouchers Resolution 3-2021 Appointing an Agent to Receive Claims for Damages	Minutes – June 22, 2021. Payroll Vouchers – July 2, 2021, #D12943-D12959, \$14,097.77. Vouchers – July 8, 2021, #28674-28695, \$252,942.05. Payroll Vouchers – July 20, 2021, #D12960-D12968, \$13,259.69. Vouchers – July 20, 2021, #28696-28709, \$11,401.90. ED Ziegler noted the resolution was housekeeping on behalf of the Port’s Insurance Company.	PC Schmitt M to approve the minutes as corrected, PC Vinyard S, MP 3-0. PC Herman M to approve the vouchers, PC Schmitt S, MP 3-0. PC Schmitt M to approve Resolution 3-2021, PC Herman S, MP 3-0.
Old Business BPT Underpass Drainage – Tenneson Engineering	Darrin Eckman, Tenneson Engineering presented information provided by the Washington State Department of Transportation (WSDOT), and stated WSDOT has identified project runoff contributions for a six month storm event to a 100 year storm event ranging from approximately 250 gal/min to 500 gal/min. Eckman noted these numbers did not seem significant. PC Schmitt stated there are already times when the Port cannot keep up with incoming water. Eckman noted the Port will be required to install a new transfer pump system with low head, high	By consensus, the PC directed Eckman and Ziegler to negotiate with the WSDOT regarding the impacts of the new Underpass drainage.

Old Business

BPT Underpass Drainage – Tenneson Engineering (cont.)

volume pumps, and recommended the Port ask WSDOT for funds to make it happen. Eckman described the need for a new pump location, suction intake, and pumps.

Eckman said he was awaiting a return call from Rueck in order to get an estimate on an appropriate pump/motor combination. ED Ziegler stated she spoke with a Rueck representative and learned they are busy with client repairs. Tenneson noted the Port has purchased from Rueck before and Rueck has been very helpful in providing information in the past. Eckman said he can create quotes for the embankment, the building, etc. but cannot finalize the project estimate until he gets a quote for the pumps. Eckman again recommended negotiating financial assistance from WSDOT to construct the new pump system, as accepting the proposed project runoff with the current system would flood portions of Port property.

Eckman noted WSDOT’s need to pipe water across Marina Way and presented previous Port plans to elevate Marina Way to 90’. He showed how the underpass makes the previous plan to elevate Marina Way non-feasible. Discussion followed about additional options including the need to build an impermeable berm on the south side of Marina Way and the expanded costs to change the Port’s long term planning in order to avoid flood risks. Schmitt noted the extreme expense to navigate the challenges presented by not being able to raise Marina Way. Eckman acknowledged other challenges including the limiting factor of the wetland barrier for building south of Marina Way. Eckman noted he had explored the possibility with WSDOT of raising Elm Street, but WSDOT determined they could not.

Schmitt observed operating and maintenance costs of the lake pump system will be incurred by the Port. Eckman stated the operating costs of

<p>Old Business BPT Underpass Drainage – Tenneson Engineering (cont.)</p>	<p>an efficient pump will be similar to what the Port is using now, but acknowledged ongoing maintenance costs would be the Port’s responsibility. Discussion followed about current seepage into the lake from the Columbia and other runoff areas. Eckman said while it would be ideal to have natural flow between the lake and the Columbia, the cost of raising land, creating an impenetrable berm, etc. may be prohibitive compared to continuing to pump the lake.</p> <p>Eckman noted future development on Lots 4, 5, and 6 was designed with the assumption of the 90’ build height, with sewer traveling to the lift station by gravity flow. He noted a new lift station built if Marina Way was not raised to 90’. PC Vinyard said he did not believe these complications should be the Port’s obligation, and WSDOT should address mitigating these concerns. Eckman stated he did not know what agreements have been made with WSDOT. Schmitt said WSDOT needs to be made aware of the issues above and beyond the increased water. Vinyard agreed. Ziegler noted the underpass increases the Port’s ability to grow and mitigate traffic safely. She added the Port’s plans to raise Marina Way had known expenses which will no longer be incurred. She suggested redirecting those anticipated expenses to support alternate plans.</p> <p>Ziegler stated the Port will need to get a firm cost estimate before opening negotiations with WSDOT. Eckman recommended the Port consider impacts not only of the water influx, but also the impacts of the impermeable wall, and the requirement to pump the lake. PC Herman stated the Port would have great expense to raise the road, and for significantly lower cost could continue to pump the lake. Schmitt said his preference is to have naturalized flow by putting a culvert under Maple Street, but if the Port supports the underpass it needs to let that goal go, and focus on designing a permanent pump solution. Discussion followed about ways to reduce the infiltration from the Columbia</p>	
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<p>Old Business BPT Underpass Drainage – Tenneson Engineering (cont.)</p>	<p>through the Maple Street berm. Vinyard stated if the Port is going to rely on pumping, the overflow culvert may be able to be removed. He noted it was decrepit and would become obsolete.</p> <p>Eckman said by leaving Marina Way at its current 82', rather than raising it to the planned 90', he believed the Port will require a new lift station, as the gravity drain will not work if Marina way is not lifted. Ziegler asked if a second lift station could be designed to support additional flow in case of power failure. Eckman stated it could not, but a backup generator would address power failure concerns.</p> <p>Schmitt said once cost estimates are determined, Ziegler and Eckman can start negotiating with WSDOT. Vinyard stated cost estimates for the impacts on the Port's future planning should also be considered. Eckman stated the type of study the PC is asking for (to evaluate the impact costs of mitigation efforts and create a plan) is a 2-3 month endeavor; but he felt it was warranted.</p>	
<p>Old Business DIP Mine Expansion Permit</p>	<p>ED Ziegler stated she and Darrin Eckman, Tenneson Engineering would review the SEPA together. Eckman noted there is a lot of information, and the response could be simplified. PC Schmitt said to simplify the permit and get it done. Ziegler said they would continue the process after getting the needed estimates to the Washington State Department of Transportation for the Underpass.</p> <p>PC Vinyard asked if the geotechs had responded about the usability of the sand as fill. Eckman said a geotech did an onsite evaluation, but has not reported back He added the Geotech did not dismiss the possibility. Eckman discussed various compaction methods which may be needed to provide a base dependent on the desired bearing pressure. Eckman noted a typical bearing pressure is 1,500 lbs per square foot and the Port will want a cost-benefit balance between its development and the conditions a</p>	

<p>Old Business DIP Mine Expansion Permit (cont.)</p>	<p>tenant would be responsible to mitigate based on individual requirements.</p> <p>Eckman stated James Dean, James Dean Construction, called to discuss appropriate mining locations at or above the designated mining elevation, and is adjusting his operation accordingly. Eckman said if the sand can be used, it will provide a place for overburden product, raise the elevation of the pit, and be a shorter haul distance than Dean’s previous stockpile site.</p> <p>Vinyard asked if the permit deadline was at risk. Eckman explained how the mine expansion permit came about and why the permit amendment was re-imagined to plan for future development. Vinyard asked if Eckman anticipated any complications to the plan. Eckman did not anticipate complications as the “mine” operation was actually a grading project: excavating for profit to eventually develop industrial sites.</p>	
<p>Old Business Marina Boat/Park Parking Lot</p>	<p>Darrin Eckman, Tenneson Engineering, provided a map and discussed the current condition of the Marina Park parking lot. He noted areas where pavement was in good shape and highlighted areas where the majority of the damage was. He recommended pulverizing the existing surfacing to a depth of six to eight inches, then utilizing a grader and roller to shape and compact the surface. He added the surface would not be perfect and drainage would still be an issue, but it would be easier to maintain than the current mix of gravel and asphalt patches.</p> <p>PC Vinyard asked about bringing in additional gravel. Eckman stated from a budget perspective, the material needed could add considerable cost. Eckman stated Crestline Construction recently bid on a similar project and estimated about \$1.00/sq. ft. to mill, grade and compact materials in place, with mobilization costs additional. Eckman targeted an area of about 26,000 square feet for repair. He estimated the proposed project at about \$30,000-\$35,000. PC Schmitt stated he wanted to</p>	

<p>Old/New Business Marina Park Parking Lot Potholes (cont.)</p>	<p>improve the lot, but did not want to spend money on anything that would have to be removed later. Eckman explained this would be the first step toward a permanent fix and would be far easier to maintain because it would be a uniform material. Vinyard asked about the appropriateness of chip-seal. Eckman stated he did not recommend chip-seal for the Marina parking lot because it is not designed for low speed high turn areas.</p> <p>ED Ziegler asked how to address the sunken drainage. Eckman described the removal, compaction, and patching needed. He added getting a good grade and fixing the manhole will be beneficial to maintaining a better surface, and preventing additional surface damage.</p> <p>PC Herman noted the boat ramp needed to be prioritized this year. Eckman said it would be addressed during the November in-water work window.</p>	
<p>New Business DIP Dock Usage</p>	<p>ED Ziegler noted the PC had considered development on DIP Lot 46, but did not have a cost estimate. She noted Michael Bernert, WCP Inc., provided an estimate of \$5-10 million for development of a dock on Lot 46. She noted Bernert's report also indicates there is not enough space to turn trucks around on Lot 46.</p> <p>Bernert introduced WCP Inc. as the largest independent rapid ready mix company in the Portland metropolitan area. He described changes in the market and aggregate supply along the Columbia River, causing WCP Inc. to search for aggregate supply. Bernert acknowledged historical discussions and planning around loading rock, and said after discussions with Ziegler, WCP's engineers priced out what it would take to build a barge loading facility on the property in order to increase the ability of the Port to monetize its aggregate reserves and grow potential opportunities for economic development in the form of continued mining</p>	

New Business (cont.)
DIP Dock Usage (cont.)

activities for the area. Bernert noted there is an estimated demand of 10 to 15 million tons of aggregate used in the Portland area annually. He stated WCP Inc. explored two approaches. The least expensive approach would act as a proof of concept to determine if there is an appetite to pursue funding for a more permanent system.

The least expensive approach would be to place a drive-over hopper on the dock facility currently used by the log yard, which could be accomplished without stock piling aggregate on the lot. The drive-over hopper would feed a telescoping conveyor directly onto a barge. He noted it could take place in the middle of the night if needed. The WCP engineers priced this system at \$1.5-2.5 million but Bernert expressed the belief that in cooperation with James Dean, WCP could primarily use currently owned equipment. The main challenge to this system is that it would require the cooperation of the current dock user.

Bernert stated the most ideal long term situation would be to run a conveyor to the mine gate. He acknowledged significant complications to that system, so presented an alternate set up using Lot 46, which allows for a stock pile to be fed by a front loader onto a barge with trucks running from the mine to the stock pile. He noted this arrangement would have the advantage of limiting truck traffic on the bridge but would have the disadvantage of a rail crossing.

Bernert expressed interest in continuing to spend time and engineering to produce concepts, with especial interest in performing a trial. He noted with a successful trial, WCP Inc. could build an economic case that may justify investing private monies toward fulfilling one of the concepts. He described different ownership, revenue, and cost sharing scenarios. Bernert stated WCP Inc. would need confidence of secured supply if they were to invest capital. He said WCP felt comfortable in its ability to transport supply, but would need assurance there would be enough

New Business (cont.)
DIP Dock Usage (cont.)

supply over time.

PC Vinyard asked if WCP Inc. had an offload site if a trial arrangement was reached. Bernert stated WCP Inc. has a choice of two places to offload aggregate. PC Schmitt said he felt the trial made sense, then clarified the need for access to the barge dock. Vinyard stated there has always been an understanding the dock would not be for sole use of one entity. Schmitt asked about the load time and frequency of each barge. Bernert noted with an optimal configuration, including a surge pile, it would take approximately five hours to load a 5,000 ton barge twice per week. He stated for the low cost setup, he believed a 12 hour block may be needed for each barge, during which a tugboat would be on standby to transport a full barge. Bernert stated a trial situation would be scheduled separately, but as the trial progressed the operation could be gradually scaled up. Vinyard inquired what the load time per barge is for the log yard.

Ziegler asked if the staging area was large enough. Bernert stated it would be ideal to stockpile rock on the staging area, but for the test staging would not be necessary. He noted the logistical issues of trucks using the bridge crossing.

Schmitt noted the long term arrangement best suited to the Port is a second dock. Discussion followed about operation space. Herman asked if the hopper could be moved. Bernert said all the equipment was mobile and could be stored on another lot. Schmitt noted stockpile on the staging area would put the aggregate product at risk unless the staging area was cleaned and stabilized. Vinyard noted neither industry can allow crossover in their product, which has been a challenge the PC has faced in attempting to accommodate export for both industries. He noted the hopper provides a solution. Schmitt asked if Bernert would still use

New Business (cont.)
DIP Dock Usage (cont.)

the hopper if the second dock was present. Bernert stated utilizing a stockpile for loading rather than the hopper would be more efficient, but a stockpile was dependent on the amount of available space. Discussion followed about space for operations and maneuvering. Schmitt asked if the Corps of Engineer would allow the old railroad trench on Lot 46 to be filled. Bernert stated he could ask his legal team for an estimation on the likelihood of engaging in restoration of Lot 46.

Herman asked for clarification on WCP's location preferences. Bernert described the challenges and advantages of two locations, and noted additional work would need to be done to have full confidence in either. Schmitt asked who would bear the cost of the trial. Bernert stated between James Dean and WCP, they could come up with equipment for the trial. From the Port, WCP would like support with navigating the relationship for the ability to utilize the dock. Vinyard stated the current operation has been made aware the dock is intended for public (as opposed to single entity) use. Schmitt stated he was concerned about the log yard's barge load time.

Ziegler stated she wanted to know what acreage would be required to place the hopper and the truck turning radius in order to load a barge using the current dock. Bernert said he would ask WCP's engineers to explore the size of the lot and ensure there was enough space for truck turn around. Ziegler asked if he would need to build roads. Bernert noted his concern about the bark providing a drive-able surface, but was currently operating on the assumption that if log trucks could get in and offload, his trucks could also. He added the turning radius may be an issue on soft bark.

Bernert also expressed interest in exploring shipping in the Bingen area as there is a lot of production. He noted it was a different discussion, but it spoke to the available supply and underscored the lack of loading

New Business (cont.)
DIP Dock Usage (cont.)

facilities in the area. Bernert asked if the PC had an appetite for exploring a barge dock in the Bingen Point Harbor. Discussion followed about the navigability of the harbor for barges and recreational traffic. Bernert noted the mines in the Bingen area produce a different rock than the Port's mine. He added there are many complications with the location, but he had been curious about whether or not the PC would even consider such a project. The PC said they were open to considering any presented feasibility studies.

Vinyard noted the PC had tried to keep opportunities open in DIP to explore a rock export options. He stated he was delighted to hear about a proof of concept and a way to test the market. Bernert stated he is interested in pursuing engagement in a trial this upcoming winter, once the busy season has passed.

Vinyard mentioned there may be some push back. Schmitt said there are limited facilities in Klickitat County for resource loading. He noted congestion could be avoided by building a second dock off of Lot 46. Ziegler asked if the PC wanted to tour the log yard and added it might be good to have a meeting onsite with the PC. Vinyard stated he felt it would be an excellent move and provide an opportunity to explain the proposed concept.

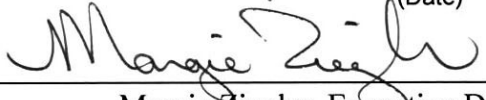
Ziegler said she has now met onsite with two aggregate companies. The other company determined the conveyors were not feasible. Vinyard stated a challenge with conveyance systems is the need to maintain road clearance for log trucks, etc. Discussion followed about financial implications of the project. Herman noted the Port has an established wharfage fee, but if a private company footed the bill for a second dock the Port could provide reimbursement through wharfage rate reduction. Herman noted if the Lot 46 channel could be restored, a conveyor system

<p>New Business (cont.) DIP Dock Usage (cont.)</p>	<p>would not be needed. Vinyard agreed, adding an operation would have to work without conveyors, as he believed there were too many obstacles to a full conveyance system. Schmitt stated the Port should have Darrin Eckman, Tenneson Engineering, evaluate the bridge to ensure its ability to support increased traffic. Ziegler brought up past drainage discussions which could impact future plans.</p> <p>Ziegler stated she would keep communicating with Bernert and would schedule a tour at the log yard in September. Discussion followed about scheduling an onsite meeting.</p>	
<p>Executive Director's Report DIP 151C Building Update</p>	<p>ED Ziegler stated she signed Change Order #15 for \$554.50 to align the 151C building lock system with the core exchange system the Port currently uses, rather than implementing a whole new lock system. She also talked about Change Order #13 to add the electrical outlets for a total of \$2,332.66 and Change Order #14 for a landscape credit of \$6,079.98. Ziegler noted the project currently totals \$1,115,000. Ziegler stated the Port received \$300,000 from the Klickitat County .09 grant, making the Port's cost \$815,000. PC Vinyard noted the cost of infrastructure paid in anticipation of other buildings brings the building cost down further.</p> <p>Ziegler said she learned at the Port of Cascade Locks's open house, that Darrin Eckman, Tenneson Engineering, was the project manager for their buildings. Ziegler discussed the Port of Cascade Locks open house and how the projects were financed.</p> <p>Ziegler stated she had a good meeting with Dana Hale, Hale Construction, and Ryan Weston, Mackenzie, to discuss final issues to complete the project and get the final occupancy permit. Weston is asking for more detail on the electrical change order before she will approve it. Ziegler said she believed there will be seven outlets in the building.</p>	

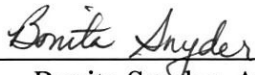
<p>Executive Director's Report DIP 151C Building Update (cont.)</p>	<p>Ziegler reported the maintenance staff placed rocks around the raw edge of the new asphalt.</p> <p>Ziegler reported a potential tenant. The PC determined the power draw from the business would be too great. Ziegler reported another lead provided by the Klickitat County Public Economic Development Authority, but the lead was only interested in purchasing land. Ziegler stated she spoke with Dave McClure about the Port's space limitations.</p>	
<p>Executive Director's Report Dallesport Industrial Park Fire July 15, 2021</p>	<p>PC Schmitt described the extent of the burn and the excellent response of the fire fighters. ED Ziegler said cause of the fire was unknown but based on the evidence of surveillance equipment outside the Crematorium, it appeared to start spontaneously.</p> <p>Schmitt stated Rhett Howard, Klickitat County Fire District #6, did not have keys to any of the gates. Ziegler stated Maintenance Lead Jeff McClain will meet with Howard to install combination locks.</p> <p>Ziegler noted Don Gibson, Dallesport Fruit Company, asked for vegetation removal behind their fence. Schmitt suggested waiting for fall for any clearance work. Schmitt noted the area is at an angle and could be dozed. He added this work might be a way to address the request for additional parking. PC Herman asked if there are archaeological concerns. Ziegler said she would review reports to see if the area has had an archaeological survey. Vinyard said the project is of minimum benefit to the Port, so requested Ziegler explore a cooperative effort with Dallesport Fruit Company.</p>	
<p>Executive Director's Report (cont.) USDA Rural Business Development Grant</p>	<p>ED Ziegler stated the Rural Business Development Grant consists of two million dollars that is economic development money from the Gorge Commission. She noted the limitations on the grant made it particularly</p>	

	<p>suites for Mid-Columbia Economic Development District, but the Port applied due to being contacted directly by the USDA. She said the Port requested \$99,000 toward a \$160,000 project to improve Well #2 by building a pump house and adding chlorination. Ziegler said grants will be awarded in September.</p>	
<p>Executive Director's Report (cont.) CERB Feasibility Study Grant</p>	<p>ED Ziegler presented a copy of the grant application submitted to the Community Economic Revitalization Board. She asked the PC for feedback about what kinds of things they would like to be said in future applications. She said the feasibility grant was a broad view for planning, rather than one specific project.</p>	
<p>Executive Director's Report (cont.) 4th of July Event</p>	<p>ED Ziegler thanked PCs Vinyard and Schmitt for their attendance at the 4th of July event. Ziegler said the Bingen Fire Department did an excellent job and the Port could not have had the event without them. Ziegler said she held a staff meeting to talk about what could be improved next year. Schmitt suggested half barrels with water to allow people to wet spent fireworks before putting them in the dumpster. Ziegler said the Columbia Gorge Women's Action Network helped clean up the area the next day.</p>	
<p>Executive Director's Report (cont.) Potential Lead</p>	<p>ED Ziegler stated Northbank Civil & Marine requested moorage of a construction barge in the Bingen Point Harbor.</p>	
<p>Executive Director's Report (cont.) DIP Lot 15</p>	<p>ED Ziegler noted the response time frame established for the DIP Lot 15 tenant has passed. She stated she has asked Port Attorney Bill Eling determine next steps.</p>	
<p>Executive Director's Report (cont.) BPT Lot 18 Electrical</p>	<p>ED Ziegler noted Barnard Pipeline is leaving and discussion about the installed electrical box on BPT Lot 18 has come up again. Ziegler said the electrical could remain and the Port would take responsibility of the power bill, so long as the Port had no additional costs to keep the equipment.</p>	
<p>Executive Director's Report (cont.) Building 1D HVAC Repair</p>	<p>ED Ziegler updated the PC about the HVAC repair needs for Building 1D and said a service technician has been scheduled.</p>	

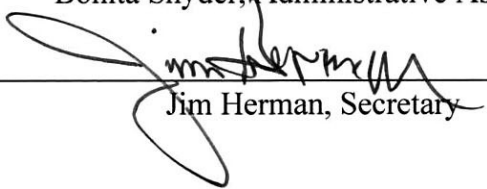
Commissioners Remarks	<p>PC Vinyard stated he had an Klickitat County Public Economic Development Authority meeting on the July 27. He said it would have a combination of Zoom and in-person attendance, and the Buildable Lands Presentation is once again on the agenda.</p> <p>PC Schmitt noted he gave his notice to step away not only from the executive committee, but from Mid-Columbia Economic Development District entirely.</p>	
Public Comment	None.	
Adjournment	PC Vinyard adjourned the PC Meeting at 7:49 PM.	

Approved on August 3, 2021
(Date)


 Margie Ziegler, Executive Director



 Bonita Snyder, Administrative Assistant



 Jim Herman, Secretary