

TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
Attendance	Commissioner/Staff Present: Port Commissioners (PCs) James Herman (via teleconference), William Schmitt, Wayne Vinyard; Executive Director (ED) Margie Ziegler; Property Manager (PM) David Sauter; and Administrative Assistant (AA) Bonita Snyder. PC/Staff Absent: None. Guests Present: Darrin Eckman, Tenneson Engineering; Lyle Stratton, Cam Thomas Development; Mark Meyers, Cam Thomas Development.	Meeting called to order by PC Vinyard at 4:31 PM.
Administrative Matters Election of Officers Approval of Minutes Approval of Vouchers	Minutes – December 19, 2023. Payroll Vouchers – January 5, 2024, #D13671-D13686, \$13,157.84. Vouchers – January 11, 2024, #29781-29801, \$84,570.74. Payroll Vouchers – January 19, 2024, #D13687-D13694, \$13,120.20. Vouchers – January 24, 2024, #29802-29815, \$44,825.87. Payroll Vouchers – February 5, 2024, #D13695-D13709, \$15,470.63. Vouchers – February 6, 2024, #29816-29831, \$28,286.30. Vouchers – February 6, 2024, #29832-29833, \$4,921.40. PC Herman stated he requested information from Radcomp regarding the sales tax charge on the service retainer, as he does not believe the service	PC Schmitt M to maintain the same officer roles, PC Herman S, MP 3-0. 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>Administrative Matters (cont.) Approval of Vouchers (cont.)</p> <p>Resolution #01-2024 Delegating Authority to Port Officials</p>	<p>should be taxed.</p>	<p>PC Schmitt M to approve Resolution 1-2024, PC Herman S, MP 3-0.</p>
<p>Old Business 100 Dow Road Potential Traffic Problem</p>	<p>ED Ziegler stated Cam Thomas proposed signage to address the potential traffic concern following a meeting held onsite. Darrin Eckman, Tenneson Engineering, restated the proposal to post signage directing semis to exit to the east on Dow Road, travel south along Parallel Ave. and west along Dock Road to return to HWY 197. Discussion followed about proposed sign placement. Lyle Stratton, Property Manager for Thomas, stated Thomas’s anticipated tenant Wesco will employ their own drivers, so there would be minimal training to have compliance. Stratton stated he would be willing to post two signs if requested by the Port. PC Herman asked if Stratton intended to improve Parallel Avenue for his truck traffic that he is encouraging them to use. Stratton noted the road was a little rough but passable.</p> <p>Stratton stated Wesco supplies PUDs and contractors that install large power lines. Stratton noted Wesco wrote a letter regarding traffic use to Klickitat County describing a maximum of two full-sized semi-trucks daily.</p> <p>PM Sauter clarified the intent of the jersey barriers and noted exiting left on Dow Road from the eastern gap did not present an issue. Stratton stated experienced drivers have said the barriers make truck maneuvering more dangerous, and that the western barrier was moved by Stratton contractors in order to allow for safe maneuvering approximately a month ago. Sauter clarified the concern presented by Stratton regarding barrier placement was in relation to arriving trucks rather than exiting trucks. Discussion followed about expected truck maneuvers with and</p>	

Old Business (cont.)
100 Dow Road Potential Traffic Problem (cont.)

without the jersey barriers.

Ziegler stated the Port has had to evaluate the potential traffic safety issue since the project was presented in 2020. Stratton stated Thomas reduced the building by 25' in response to Ziegler's concerns, and submitted plans to Klickitat County. He noted no comment was received until after the plan was approved by Klickitat County, so Stratton assumed there were no concerns and the building size reduction was adequate to address the Port's concern. Ziegler stated the Port had no choice but to protect the users of its roads for the future of the industrial property. Ziegler noted the Port had reached out to the Washington Department of Transportation (WSDOT), Klickitat County, and conducted considerable research on how the Port could protect its roadway users, including hiring Tenneson Engineering to conduct a turning maneuver analysis.

Eckman noted businesses are typically expected to do all their maneuvering on their own property and in the turning maneuver exhibits, he was unable to create a model where all maneuvering happened outside of the Port's right-of-way or roadway. Eckman noted the barriers are on the property line in the road right-of-way. Stratton challenged the idea that no other businesses used the Port's road right-of-way to maneuver. Eckman described other users in the Dallesport Industrial Park who maneuvered completely on their own property. Stratton stated they could do it and there was no danger necessitating the barriers, and the barriers made semi-truck maneuvers more dangerous.

Mark Meyers, a Stratton Contractor, expressed his belief the bigger traffic risk is the quarry-bound trucks with piggy-back trailers. He said he has had to backup on Dow Road to allow access due to the speed at which the trucks corner.

Old Business (cont.)
100 Dow Road Potential Traffic Problem (cont.)

Eckman asked about the effect a future tenant (once Wesco moves out) would have, and how would the proposed egress from the 100 Dow Road loading docks should be addressed. Stratton stated he believed he would have to apply to Klickitat County for a Change of Use Permit, at which time the Port would be able to create public comment to address concerns. Stratton stated Wesco intends to lease the building for at least five years, and is seeking other local property. Ziegler requested information about how much traffic over the Port roads would travel between properties. Stratton stated he did not have a good idea of that projected traffic.

Sauter restated the concern of increased traffic in the future. Stratton stated it is the Port's road, and if it became a traffic or safety hazard, the Port could act to protect its road at any time. Stratton noted Wesco knows they will need to keep the Port happy.

Ziegler asked if the area around their building will be paved. Meyer said it will be graveled. Ziegler stated in their drawings it shows bollards will be installed around the hydrant. Ziegler stated the Port had to replace that hydrant already when it was damaged during the construction. Meyers said they will install bollards.

PC Vinyard stated the Port followed the WSDOT recommendation to get a turning radius evaluation and place barriers along the Port's road, and received no response from Thomas or Stratton when comment was sought. Stratton said no comment could be provided until they knew what the tenant would be as the building was completely speculative.

Vinyard noted the Port will allow its engineer to take the information under advisement and determine what is right to protect traffic flow and loading. Stratton supported that decision.

<p>Old Business (cont.) 100 Dow Road Potential Traffic Problem (cont.)</p>	<p>Vinyard noted the PC and Ziegler were interested in seeing Thomas be successful with his business, as new jobs benefit the community. He encouraged professional communication with Ziegler, and stated Ziegler acts at the direction of the Port Commission. He noted the Port has completed an analysis of the traffic maneuvering, and will not throw that away. Stratton stated he would pass on the message, but he acted at the direction of his client, Thomas. Ziegler noted she would be working with Stratton on the 102 Kreps building as well so it is important to have professional communication.</p> <p>Ziegler stated the Port has done its due diligence and spent a substantial amount of money (\$14,320) to determine a safe solution for access to Dow Road. PC Schmitt stated he would like to see the maneuvers before he makes a decision. Eckman asked if the easternmost barrier was left if it would address the requests resented by Thomas’s representatives and the Port. He stated he would like to consider the traffic maneuvering a little more with his new understanding of Stratton’s constraints before making a new recommendation.</p>	
<p>New Business</p>	<p>None.</p>	
<p>Executive Director’s Report 100 Dow Road – Fire Suppression Connection</p>	<p>ED Ziegler reviewed the water system application steps from the March 3, 2023 letter to Cam Thomas so the Port Commissioners are clear on what is being asked of Thomas for fire suppression service. Mark Meyers, a Stratton Contractor, stated he had been working with KPUD operator Brandon Walter. Stratton stated he cannot submit an application until Klickitat County approves a design for the building fire suppression system.</p> <p>Darrin Eckman, Tenneson Engineering described how fire suppression connections are assembled, including the back-flow assembly with a tamper meter. Eckman stated the owner of the building has to have back-flows annually tested, and the Port and its operator would need to be able</p>	

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Connection

to access and monitor the tamper meter and back-flow. Meyers said the back-flow would be located inside the building in a riser room. Stratton stated there would be a lock box the PUD operator could access. Eckman asked how Stratton intended to address the right of the Port and PUD to reasonable access. Stratton stated there would be some form of written approval, maybe an email, allowing access from the property owner, and verbally provided the code to the lock box. Eckman stated the plans would need to be stamped indicating professional review.

Eckman asked if Stratton had made a connection to the public main for fire suppression, and Meyers said they had. Ziegler stated the line would need to be exposed so the line could be inspected. Eckman noted any municipality is concerned about unknown connections to their water system. Meyers alleged the KPUD knew he was going to make the connection, it was just a matter of having an operator standing there while the connection was made. He described his struggle to schedule the hot-tap contractor and it ended up being completed with short-notice on the weekend, as a result a PUD operator was not present. Eckman clarified that Meyer said that Walter was told when the connection was going to take place, but had declined to attend the site; Meyers responded that was not true as he had not been sure when the contractor was going to be available to make the connection.

PM Sauter stated this instance further illustrated the frustration the Port has been experiencing in communicating with Thomas's team, as the Thomas team exhibits a pattern of disrespect by acting without prior communication or authorization, then having to revisit issues and correct them. Sauter stated this has created a credibility issue for good-faith negotiations. PC Vinyard stated learning after the fact that an unauthorized connection to the water system is a nightmare scenario for the Port, given the potential for issues to arise without a response team in

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place. Vinyard noted the Port has connection procedures in place to prevent scenarios like this. He stated he spoke with Jim Smith, KPUD General Manager, about how they would respond to a similar unauthorized connection, and was told the PUD's first response would be to call the Police and pursue prosecution as they do not allow those kinds of things to take place. Stratton said it was difficult to understand who was supposed to be informed about what tasks. Vinyard stated he would not allow anything to jeopardize the Port's resources and the unauthorized connection is a huge deal to the Port. Eckman noted part of the reason why the letter sent to Thomas's team states that only Port or PUD operators are permitted to operate valves and hydrants is so that there is an emergency response presence in the event of a connection failure. He noted the quantity of water that could be lost. Ziegler added contaminants in the water line could also have been an issue for other tenants if there was a leaking water line and the Port would not have known until someone reported it.

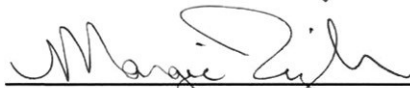
In response to Ziegler and Eckman's questions about the photos provided to Walter, and who performed work, Meyers stated he did not know what the line was under the water line pipe in the photos, but could provide the information requested later. Meyers alleged Walter was satisfied with the photos taken and did not require the line to be exposed. Vinyard requested Eckman be onsite when the line was exposed.

Ziegler recapped that the Port required a water connection application signed by Thomas, stamped drawings of the fire suppression system, and the lines exposed for inspection by Eckman. Stratton stated he would get the application signed by Thomas. Eckman requested information on the line under the water line pipe. Eckman requested the photos and contractor information be emailed, and for Meyers to let him know when the line is exposed for inspection. Meyers indicated it would probably be next week.

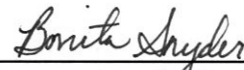
<p>Executive Director’s Report (cont.) 151A Building Update</p>	<p>While looking at a map of the site plan, PC Schmitt requested a demonstration of the truck maneuvering. Darrin Eckman, Tenneson Engineering, described the vehicle maneuvering plan and described the proposed phases of building and paving. Discussion followed about the rationale for moving the building location to Lot 38, rather than maintaining the building as originally imagined on Lot 39. Eckman stated it is in the Port’s interest to allow for division of the building and utilities if the opportunity presents in the future.</p> <p>Eckman described the differences in a 100’ clear-span versus a center-span girder truss building and the structural options for expansion. ED Ziegler stated PM Sauter has been instrumental in getting the permitting ready. Sauter noted he and Ziegler met with the Community Economic Revitalization Board to address the revised location. Sauter mentioned the Klickitat County Public Economic Development Authority Board approved the grant of .09 dollars, and Ziegler has signed the Memorandum of Understanding. Sauter noted a pre-submission on-site meeting with Klickitat County is scheduled to take place Thursday. Sauter noted all permitting may be approved within three months. Eckman stated the proposed tenant is working to produce a tenant improvement layout on Tenneson’s proposed floor plan, with the option to make minor alterations to door locations, etc.</p>	<p>By consensus the PC determined to select a low-cost option (with posted mid-span).</p>
<p>Executive Director’s Report (cont.) DIP Barge Dock Update</p>	<p>ED Ziegler stated the first load of logs is expected to be loaded Monday. Ziegler stated she met with Joe Dean about basalt opportunities at the mine.</p>	
<p>Executive Director’s Report (cont.) Shoreline Permit Update</p>	<p>ED Ziegler stated the Port is in its public comment period for the Shoreline Permit. PM Sauter noted a Mitigation Determination of Non-Significance has been issued with standard conditions, though additional conditions could be added as a result of public comment.</p>	

Executive Director's Report (cont.) Shoreline Permit Update (cont.)	Discussion followed about the impacts of the Hood River-White Salmon Bridge Construction and the Underpass project. Ziegler stated the Washington State Department of Transportation Real-estate division is considering information provided about stormwater burden to the Port.	
Executive Director's Report (cont.) PNWA Policies and Projects Review	ED Ziegler discussed the change to the projects where the Port is listed as a partner on the Hood River-White Salmon Bridge.	The PC submitted no comments.
Commissioners Remarks	PC Vinyard stated the Klickitat County Public Economic Development Authority went well and the handout describing the uses for Sales and Use Tax dollars was well received. Vinyard stated he spoke with Jim Smith, KPUD General Manager, who wished to schedule a meeting on the rate increases and request feedback. PC Schmitt stated anytime the Port can meet with other entities, it is a good plan. PC Schmitt said the snow removal in DIP looked nice, and commented on the quantity of logs near the barge terminal. PC Herman said he is well pleased about the progress at the log yard. He discussed his travel plans. Herman expressed the opinion the building site moved to Lot 38 was an excellent design.	
Public Comment	None.	
Adjournment	PC Vinyard adjourned the PC Meeting at 6:55 PM.	

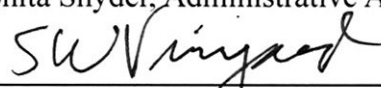
Approved on February 20, 2024
(Date)



Margie Ziegler, Executive Director



Bonita Snyder, Administrative Assistant



Wayne Vinyard, President