

TOPIC	DISCUSSION / ASSESSMENT / FINDINGS	ACTION
Attendance	Commissioner/Staff Present: Port Commissioners (PCs) James Herman, William Schmitt, Wayne Vinyard; Executive Director (ED) Marc Thornsburg; and Administrative Assistant/Port Auditor (AA/PA) Margie Ziegler. PC/Staff Absent: None. Guests Present: Darrin Eckman, Tenneson Engineering.	Meeting called to order by PC Vinyard at 4:30 PM.
Administrative Matters Approval of Minutes Approval of Vouchers	Minutes – August 23, 2016 Payroll Vouchers – September 06, 2016, D11587-D11601, #26703-26705, \$12,570.60. Vouchers – September 08, 2016, #26706-26726, \$12,486.46.	PC Schmitt M to approve the minutes, PC Herman S, MP 3-0. PC Herman M to approve the vouchers, PC Schmitt S, MP 3-0.
Old Business	None	
New Business Bingen Point Grading Project-Bid Award	ED Thornsburg reported four bids were received and the apparent low bid was from James Dean Construction as follows: Base for \$399,110; Additive No. 1 for \$49,000; Additive No. 2 for \$45,500; and Additive No. 3 for \$81,000. Thornsburg explained that the PC would need to decide which additive items should be accepted. Thornsburg explained the base bid covers grading Lots 16, 19 and 22, graveling Lots 4 & 5, and importing 4,000 cubic yards of fill, Additive No. 1 covers the path sub grade and ditch work along Marina Way, Additive No. 2 covers improving the drainage on Spruce Street, and Additive No. 3 covers completing the sub grade work on Bingen Point Way west to Maple Street using imported fill material. Thornsburg noted that \$340,000 was budgeted for the base project and assumed the use of fill from Lot 6, adding that the estimated cost of importing fill is	PC Herman M to award the contract for the BP Grading Project to James Dean Construction for the base bid, additive no. 1, additive no. 2, and additive no. 3 in the total amount of \$574,610, PC Schmitt S, MP 3-0.


<p>New Business continued... Bingen Point Grading Project-Bid Award continued...</p>	<p>approximately \$40,000. PC Vinyard said the project will not get any cheaper and remarked that the Port has a good bid.</p> <p>Thornsbury explained additive item no. 1 and noted that it was included to provide the PC an alternative to the planned gravel path. He added that there would be no point in spending thousands for a gravel path if, in the end, it did not deliver the results desired by the PC. Discussion followed regarding the use of gravel vs. pavement, the expected lifetime of the improvements, and the likelihood of use by the general public.</p> <p>Darrin Eckman, Tenneson Engineering, noted that if the remaining trees were removed, the contractor would likely be able to complete the work faster and at less cost. Eckman estimated that a five foot wide paved path would cost \$40,000 to \$45,000. Discussion followed regarding possible removal of the trees and the potential for root growth ultimately damaging the walking path in the future.</p> <p>PC Schmitt argued the Port should not do the job halfway and expressed concern the Port would receive complaints if using a gravel path. PC Vinyard said we invite people to enjoy the Port and it is a safety issue to have people on the road. Discussion followed regarding the walking path. Schmitt cautioned against paying to gravel now only to have to pave a short time later. PC Herman expressed reluctance to spend so much money on paving a path only to cover it up in the future, but acknowledged that by the time it is buried, it is very possible it will have reached the end of its useful life and need repaving.</p> <p>Vinyard suggested the path be paved as soon as possible before someone gets hurt. Herman asked if there were any grant funds available for the walking path. Thornsbury said it is possible, but most of the grant programs are not targeted for this type of improvement. He added that a case could be made that the path constitutes a non-vehicle alternative for</p>	
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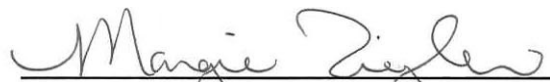
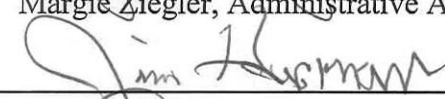
<p>New Business continued... Bingen Point Grading Project-Bid Award continued...</p>	<p>employees choosing to walk or bike to work, but there would still be a match requirement and getting approval for funding within the timeframe of the project would be very difficult.</p> <p>Herman expressed concern over the late start to the project and asked if it will be delayed. Thornsby explained that if wet weather arrives early the project could be delayed until 2017. Eckman said the milestones for the contractor are October 7 for asphalt parking lot repair, October 21 for preparation and gravel placement on Lots 4, 5, & 6, and 300 days for the entire project to be complete.</p> <p>Herman asked if the elevation of the area where the walking path will be located would still need to be raised, resulting in burial of the path at a future date. Thornsby explained that the area would need to be raised five to eight feet, but that this would not likely happen in the near future as the Port is short 110,000 cubic yards of fill material.</p> <p>Herman asked if graveling Lots 4 and 5 would pay for itself. Thornsby explained that past, and expected future, revenue from bin storage will exceed the cost of improvements to Lots 4 and 5. He also noted that the improvements allow the bins to be moved off of the more valuable property to the south that will likely generate greater revenue much sooner than the lots to the north.</p> <p>Thornsby explained that additive item no. 2 would make improvements to the drainage on Spruce Street. Thornsby noted that there is no immediate need for the work, but it cannot be delayed indefinitely and the asphalt is already showing signs of deterioration, likely caused by the standing water found on both sides of the road after heavy rains.</p> <p>Eckman explained the improvements and how catch basins will be connected with an existing drain pipe to Bingen Lake. He noted that 70</p>	
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<p>New Business continued... Bingen Point Grading Project-Bid Award continued...</p>	<p>feet of pavement will be replaced where there is substantial cracking and sleeves for irrigation and broadband will be installed. Schmitt pointed out that the traffic on Spruce Street has increased substantially since construction of the new Insitu building and the repair should be done now. Thornsberry explained the traffic revisions that would be necessary during construction as well as access alternatives and traffic flow.</p> <p>Thornsberry explained that additive item no. 3 would extend the subgrade for Bingen Point Way west to Maple Street and pointed out that it would not extend utilities which would be done later before paving the road. Vinyard expressed support for accepting the additive item and noted that if funds are available, the Port must get ready for future development.</p> <p>Discussion returned to tree removal. Thornsberry noted that at their closest point, the trees along Marina Way would be approximately two feet away from the path and a number of limbs would have to be removed to provide clearance for walkers. Schmitt remarked that trees can always be replanted. Herman said it would be easier to grade a proper drainage slope if the trees were removed. Thornsberry said the walking path would be redesigned, eliminating the trees.</p> <p>Thornsberry summarized the total cost of the project with additions, noting that it would use up most of the 2016 capital budget. Eckman estimated the total project cost to be close to \$627,000. Vinyard remarked that you never save money by doing things halfway and this project serves to support future development. Herman reiterated his reservations with respect to a paved path along Marina Way as it would provide no benefit to the Port. Thornsberry noted that some value can be gained, but it would not be a financial benefit. Herman stated that if the scope of the project needs adjusting, he believes the paved path should be the first element to be removed. Vinyard concurred.</p>	
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<p>Executive Director's Report DIP Surface Mine Expansion</p>	<p>ED Thornsby said that the archaeology survey consultant submitted an archaeological excavation permit application to the Wash. Dept. of Archaeology and Historic Preservation and the only comment received was from the local tribe. He added that the concern pertains to the potential presence of thermal features and described the consultant's suggestion that the response to the Washington Dept. of Archaeology and Historic Preservation (DAHP) include a proposal that any requirement for additional investigation be contingent upon actual discovery of a thermal feature.</p> <p>Thornsby noted there would be additional costs for such an investigation and explained that the consultant is aware that while DAHP may seek to encourage permit holders to expend funds to satisfy DAHP's curiosity, the archaeology survey consultant understands the Port is not willing to pay for work that may appear interesting to someone else, but is not reasonable or necessary for the project at hand. Vinyard said the Port should move forward and finish the survey, adding that it should continue to show respect for the Yakima Nation as it has in the past.</p>	
<p>DIP Rock Exporting</p>	<p>ED Thornsby explained the elevation and cultural survey work being done. Thornsby noted another party has expressed interest in exporting rock through the Dallesport Industrial Park. PC Vinyard asked if there was any negative response from the Dallesport Log Yard. Thornsby noted that archaeology and engineering staff have been on site with no complaints.</p> <p>Thornsby said that work on a solution for the Dallesport stormwater issues is continuing, adding that an estimate of the cost is not currently available but will be part of next year's budget. Thornsby talked about permit deadline dates and noted that it will be difficult to be ready by the deadline for the October 14 Planning Commission meeting. He added that a more reasonable target would be the November or December meeting.</p>	

Executive Director's Report cont... DIP Water System Update	ED Thornsburg said the Dallesport Foundry building has been disconnected from the original two inch line and is now connected to the new main running in front of the facility on Parallel Ave. Thornsburg added that the water leak discovered at the valve on the two inch line had been repaired and expressed hope it would further reduce the amount of unaccounted for water in October. Thornsburg said the leak was estimated at four gallons per minute.	
September Meeting	ED Thornsburg stated that because no new information will likely be available in time for the September 20 Port Commission meeting and he will be at a WPPA Legislative Committee meeting, the PC should consider canceling the meeting.	By consensus, the PC agreed to cancel the September 20 Port Commission Meeting.
Commissioners Remarks	PC Vinyard has heard nothing from EDA. PC Schmitt did not attend the last MCEDD meeting. He said a lot of the MCEDD loans are going to micro brew companies. PC Herman said he missed the Southwest Washington Regional Transportation Council (SWRTC) meeting. ED Thornsburg said he attended the SWRTC meeting.	
Public Comment	None	
Adjournment	PC Vinyard adjourned the PC Meeting at 6:01 PM.	

Approved on October 4, 2016
(Date)

Marc Thornsburg, Executive Director


Margie Ziegler, Administrative Assistant

Jim Herman, Secretary