

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/Port Auditor (AA/PA) Margie Ziegler. PC/Staff Absent: None. Guests Present: Darrin Eckman, Tenneson Engineering; Tammy Kaufman, Insitu; and Nancy White, Custom Interface.	Meeting called to order by PC Vinyard at 4:39 PM.
Administrative Matters Approval of Minutes Approval of Vouchers	Minutes – May 16, 2017 Vouchers – June 1, 2017, #26997-27006, \$67,858.19. Payroll Vouchers – June 6, 2017, #26996, #D11774-D11788, \$12,686.18. Vouchers – June 12, 2017, #27007-27022, \$11,408.53. Payroll Vouchers – June 20, 2017, #27023-27024, #D11789-D11795, \$10,881.29.	PC Schmitt M to approve the minutes, PC Herman S, MP 3-0. PC Herman M approve the vouchers, PC Schmitt S, MP 3-0.
Old Business Marina Way Walking Path	Darrin Eckman, Tenneson Engineering said two bids were received and the lowest apparent bidder was Grade Worxs with a base bid of \$114,968.20, a first deductive alternate of -\$22,365, and a second deductive alternate of -\$15,671. Eckman explained the first deductive alternate would eliminate the segment from Larch St. to Marina Park and the second deductive alternate would reduce the path width from eight feet to five feet between Maple St. and Larch St. Eckman explained a vegetated strip is planned for the area between the road and path to treat stormwater and includes several sleeves to allow	By consensus, the PC directed staff to execute a contract with Grade Worxs to construct an 8ft wide paved path from Maple Street to Marina Park at a cost of \$114,968.20 with no deductive alternates.

<p>Old Business continued... Marina Way Walking Path Continued...</p>	<p>for future irrigation or other uses without requiring asphalt cuts. He added that these items could be removed from the project and the work completed by Port staff to reduce costs. ED Thornsby said Port staff were in a better position to do the sleeves than the vegetated strip and noted that adding more projects to the Port's maintenance staff would mean other projects would have to be delayed.</p> <p>ED Thornsby explained that bids were secured for the project to avoid a change order to the grading project that would have exceeded ten percent and to provide actual costs for various alternatives previously discussed by the PC so that an informed decision could be made. Eckman stated that the actual paving will likely be subcontracted to Munson or Summit and noted there is always the option of doing a compacted gravel path instead.</p> <p>PC Herman and PC Schmitt reiterated the need to get people away from the traffic on Marina Way. Schmitt expressed concern that the surface of a gravel path would not hold up and pedestrians would quickly return to using the road. PC Vinyard questioned the savings of a five foot wide path versus an eight foot wide path. Eckman noted that the deductive alternate covered only a reduction in width for the segment running from Maple St. to Larch St. Schmitt worried that failing to complete the path all the way to Marina Park would be a mistake and limit its usefulness.</p> <p>Discussion followed concerning the deductive alternates, the financial impact of the alternates and possible change orders, and the effect of the alternates on the project's objectives. Thornsby reminded the PC that the bid amount for the original construction of the sub-grade for a compacted gravel path was \$49,000, leaving the balance of \$65,000 for the full project un-budgeted.</p>	
<p>310 Larch Street Addition Review</p>	<p>ED Thornsby noted that a discrepancy had been discovered in the plan set previously approved by the PC and explained that the southeast</p>	<p>PC Schmitt M to approve the addition alteration, PC Herman S, MP.</p>

<p>Old Business continued... 310 Larch Street Addition Review continued...</p>	<p>corner of the addition will extend just over a foot farther east than originally described. Thornsby explained that the property is bounded by streets on two sides and Marina Park on the third. He added that because the provisions describing the required setbacks for the lot are unclear in such a situation, the Port does not have a basis for denying the change. Thornsby stated staff have no concerns regarding the change.</p>	
<p>DIP Conveyor System Planning</p>	<p>ED Thornsby noted the export of aggregate from the Dallesport Industrial Park barge dock has been contemplated for over a decade including the possible use of a conveyor system to transport material to the dock. He explained that continued economic growth has prompted renewed inquires from several parties interested in exporting aggregate and reminded the PC that substantial resources have been expended to plan for stormwater management and other improvements at the dock. Thornsby suggested the PC consider whether such plans should take into account a conveyor system of some kind and noted that failure to assess the impact of a conveyor system could result in the construction of improvements that preclude, or require costly modifications to accommodate, the installation of such a system.</p> <p>PC Vinyard expressed concern regarding spending funds on a long-term project that will provide no immediate return. Thornsby explained the question concerns planning how a conveyor system could be incorporated into the currently proposed improvements rather than construction of the system itself and noted that having to substantially alter those improvements to allow the construction of a conveyor would entail considerable expense. PC Schmitt said the estimated \$10,000 cost for additional engineering seemed reasonable. Vinyard stated his belief the Port would be remiss if it closed the door on this option, adding that the PC needs to know what can and cannot be done.</p> <p>Vinyard reiterated his desire to maintain the dock as a public facility for the possible future export of rock and agricultural products. PC Schmitt</p>	<p>By consensus, the PC supports incorporating a future conveyor system into current planning efforts and expressed interest in an update on the state of the rock market from James Dean.</p>

<p>Old Business continued... DIP Conveyor System Planning continued...</p>	<p>reminded the PC that the Port has considered the idea for many years, yet no rock has ever crossed the dock. Thornsbury noted that preliminary planning would set the stage so that if an opportunity were to arise, the Port would be ready for it. PC Herman asked how much sellable rock is present in the Port's mine. Eckman explained he is currently working on expanding the mine boundaries and estimated as much as eight to ten million cubic yards of material could be available.</p> <p>Thornsbury noted other quarries on the peninsula could use the dock and other parties have indicated short-term and long-term interest in doing so. He added that interest will likely continue as barging is the most cost effective way to transport aggregate. PC Schmitt reminded the PC that several pits have shut down because of the scenic area and Ty Ross owns a load-out facility off Dallesport Road. Thornsbury remarked that there appears to be renewed interest in aggregate since the economic recovery and suggested that export operations near the Dallesport community would likely conflict with the residential development that has occurred in the last ten to twenty years. Herman pointed out that it was forward-looking commissions in the past that invested in the infrastructure at Bingen Point and made a place for companies like Insitu, adding that the Port should do a little work to get the ball rolling in Dallesport.</p>	
<p>New Business Barge Dock Availability/Use Policy</p>	<p>ED Thornsbury noted that James Dean was not in attendance and asked if the PC wished to discuss the matter or table it.</p>	<p>By consensus, the PC tabled the matter to the next meeting.</p>
<p>Port Development of Industrial Space</p>	<p>ED Thornsbury reminded the PC of its interest in developing startup space at the Dallesport Industrial Park (DIP) and noted that proposed state and federal budgetary changes may make securing funds difficult or impossible. He added that it may be time to look at the matter again while monies are still available. Thornsbury cautioned that waiting could mean that by the time the decision to move forward is made, the funding programs upon which the Port would rely might no longer exist. He requested direction on the matter from the PC.</p>	<p>By consensus, the PC directed ED Thornsbury to look into funding opportunities for construction of new buildings at DIP and BPBP.</p>

<p>New Business continued... Port Development of Industrial Space continued...</p>	<p>PC Vinyard reminded the PC it continues to state a desire to construct a start-up building at DIP, the Dallesport taxpayers have been very patient, and this is an opportunity to encourage growth at the DIP. PC Schmitt stated his desire to see development at the DIP and at the Bingen Point Business Park (BPBP). Thornsbury discussed the difficulties in securing state or federal funds for two concurrent projects and noted that any financing through a bond issue might need to have an early call option so if funding for a second building fell through, the portion of the bonds for the second building could be retired early without penalty. He added that issuing bonds was costly and a single issue would allow those costs to be amortized over the full amount needed to construct two buildings.</p> <p>PC Schmitt said the Port should move ahead and expressed interest in using the plans for the last Port building completed in 2007. Thornsbury cautioned that building orientation, wind impacts, and current code requirements may prevent use of the plans without alteration. Vinyard said he would like to move forward and reminded the PC it has been focused on infrastructure for several years. He added that he was comfortable taking on additional debt, provided it was within reason. Schmitt stated the Port needs to continue pursuing the matter.</p>	
<p>Bingen Point Way</p>	<p>ED Thornsbury stated that maintenance staff had cut out a section around the potholes at the end of the asphalt and completed repairs according to the Port engineer's direction. He added the repair will be monitored to evaluate how it holds up over time. Thornsbury noted speeds have already increased on the road. The possible location and use of speed humps was discussed.</p>	
<p>Newspaper Article</p>	<p>ED Thornsbury noted an editorial printed in <i>The Enterprise</i> made reference to the Bingen Point Business Park (BPBP). He expressed concern that several key facts were absent and, as a result, readers could be left with the incorrect impression tenants of the BPBP were benefiting at the cost of the city of Bingen. Thornsbury asked if the PC wished to respond to the editorial and offered a draft letter. PC Herman noted that</p>	<p>By consensus, the PC directed staff to respond to the editorial in <i>The Enterprise</i>.</p>

<p>New Business continued... Newspaper Article continued...</p>	<p>County Commissioner David Sauter talked with him about the editorial. He explained that Bingen was given the opportunity to receive funds for firefighting in exchange for addressing some property encroachment issues, but that no agreement had been received by the Port. Thornsbury noted the editorial covered more than just fire protection and seemed to imply that BPBP tenants are not paying their fair share. PC Vinyard said a letter to <i>The Enterprise</i> clarifying the matter is in order.</p>	
<p>Commissioners Remarks</p>	<p>PC Vinyard said the EDA has completed its Economic Development Plan and the next meetings will be held July 25 and August 22. Vinyard thanked PC Schmitt for attending the last EDA meeting in his absence.</p>	
<p>Public Comment</p>	<p>Nancy White, Custom Interface, said she recently purchased the building at 410 Larch St. and thanked ED Thornsbury for his work modifying the lease to meet the lender's requirements. White said Customer Interface started in 1997 and now has 70 employees. She talked about the need for family wage jobs and the training programs offered by the company. White invited everyone to an Open House on Thursday.</p> <p>Tammy Kaufman, Insitu, thanked the Port for repairing the pothole and added that Insitu remains interested in leasing Lot 22. Kaufman expressed appreciation for development of the multi-use path and is looking forward to construction.</p>	
<p>Adjournment</p>	<p>PC Vinyard adjourned the PC Meeting at 6:08 PM.</p>	

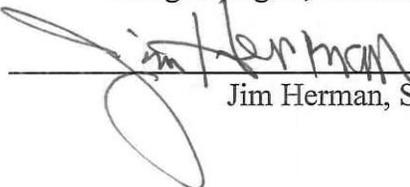
Approved on July 18, 2017
(Date)



Marc Thornsbury, Executive Director



Margie Ziegler, Administrative Assistant



Jim Herman, Secretary