

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: James Dean, James Dean Construction and Tammy Kaufman, Insitu.	Meeting called to order by PC Vinyard at 4:30 PM.
Administrative Matters Approval of Minutes Approval of Vouchers	Minutes – June 20, 2017 Vouchers – June 30, 2017, #27025-27035, \$4,017.36 Payroll Vouchers – July 5, 2017, #27036-27037, D11796-D11810, \$13,316.82. Payroll Vouchers – July 20, 2017, D11811-D11817, #27038-27040, \$11,621.65. Vouchers – July 18, 2017, #27041-27068, \$114,879.89.	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 Barge Dock Availability/Use Policy	ED Thornsburg noted that the PC has considered moving aggregate via the barge dock for several years, introduced James Dean of James Dean Construction (JDC), the contract operator of the Port's surface mine in the Dallesport Industrial Park (DIP), and invited Dean to discuss potential use of the dock for this purpose. Dean explained that various companies have recently approached him about transporting aggregate by barge and suggested that it is due to increased demand for aggregate in the Portland/Vancouver area.	

New Business continued...
Barge Dock Availability/Use Policy
continued...

Dean added that the current state of the dock and adjacent property does not allow for alternate uses and is not conducive to marketing aggregate to the Portland metropolitan based on low-cost barging. Dean explained how a conveyor system could be operated that would allow multiple uses at different times and the process of stockpiling rock and using belly-dump trucks to shuttle aggregate to a conveyor. Discussion followed concerning various alternate methods of moving aggregate to the dock.

Dean remarked the dock area needs to have a hard surface and be free of bark in order for a conveyor to be used and reiterated his opinion that its current condition prevents the Port from using the dock for any other purpose beyond exporting timber. Dean explained that a tug is used during loading to move the barge being loaded across the face of the dock for even distribution of the material on the barge.

Dean pointed out that if there was room for others to move aggregate not originating from the Port's mine, it would represent an opportunity for the Port to increase use of the dock and bring in additional revenue. He added that a ten thousand ton barge could be loaded in eight to twelve hours. PC Vinyard said demand for material is growing again and it is inevitable there will be a need for the Port's rock in the future. Dean stated that prospective buyers appear interested in buying as much three-quarter inch minus river rock as they can get.

Dean noted that on average, loading a barge using thirty ton trucks would require thirty-three loads per hour for ten hours, adding that because tug boats are not always available, loading could take place at any time during the day, into the evening, or even at night. He estimated that initial shipments would likely start out around one barge per month, but added that shipments could easily grow to four barges per month as demand increases.

<p>New Business continued... Barge Dock Availability/Use Policy continued...</p>	<p>PC Vinyard cautioned that demand for aggregate has been high before, only to fade away. Dean explained that past demand was largely based on increased construction and concerns over limited resources, but current demand is being driven by the actual depletion of aggregate resources in the Portland/Vancouver area.</p> <p>Thornsbury asked the PC if, in light of this information, it wanted to maintain its current policy or pursue changes so as to make the dock facility fully public and available for any and all uses. He noted the PC has stated such an interest in the past without fully committing to do so, making it difficult for staff to effect any change. PC Schmitt stated that in his opinion, it would be a mistake if the Port did not fully utilize the dock. PC Herman asked if, given the number of trucks necessary per hour, log trucks could get into the log yard while aggregate is being loaded. Dean said it would be congested, but with a little patience, log trucks would be able to merge into the gaps between aggregate trucks and still access the log yard.</p> <p>Herman asked if a barge could be fully loaded with the rock currently available in the quarry. Dean said that a sufficient stockpile would be created prior to arrival of a barge. Thornsbury noted that in the past, discussion of aggregate export has included extension of a conveyor over the railroad tracks to Lot 8 which would have enough space for an adequate stockpile and eliminate the circling of trucks and congestion at the dock.</p> <p>He added that such an extension could run alongside and at the same elevation as the existing bridge over the tracks. Schmitt asked if the railroad would allow rock to be conveyed over the railroad tracks. Thornsbury stated his belief they would, but noted that an enclosure of some kind would likely be required to prevent material from accidentally falling on the tracks or BNSF equipment.</p>	
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New Business continued...
Barge Dock Availability/Use Policy continued...

Vinyard expressed concern regarding conflicts with multiple barges and suggested that additional dolphins might be needed for waiting barges. Schmitt noted barges are often tied up at some dolphins located across from The Dalles. Thornsby reminded the PC that barging aggregate represents only one to four days of additional use and conflicts could be addressed through proper scheduling. Dean added that most port facilities are managed by the port that owns them, not by the users.

Thornsby noted that other ports with log yards such as the Port of Olympia and the Port of Longview could be looked at as examples and he suggested developing a basic concept and then looking at future enhancements to it that would alleviate specific issues (such as moving barges mechanically during loading instead of using a tug). Thornsby stressed the importance of insuring that the waterfront work currently being contemplated does not preclude future uses and that anticipated improvements be properly considered so that changes made in the near future will not have to be torn out later to accommodate them.

Discussion followed regarding the use of conveyor systems and possible routes to the waterfront. Thornsby explained several complicating factors including minimum overhead clearances, height requirements for hoppers, access requirements for maintenance, limits (ten to thirty percent) on conveyor slopes, etc. He added the biggest constraint is space, noting that it is virtually impossible to move the rail line or fill in part of the river.

Schmitt asked the depth of the water east of the dock. Thornsby stated his belief it is deep due to the old rail cut, but noted that no soundings have been taken. Vinyard said staff should look into acquiring sweeping equipment to keep the dock clean and reminded the PC the current user is important to our communities and forest products industry. Schmitt stated his belief that scheduling can be done and the barge dock can be

<p>New Business continued... Barge Dock Availability/Use Policy continued...</p>	<p>kept clean to allow multiple users. Vinyard agreed the dock area needs to be cleaned up and put in a marketable condition. Thornsbury said the PC will need to decide if it wants to require the dock area be cleaned up and to require users to keep it clean.</p> <p>Dean stated JDC could manage the conveyor system or the Port could do so, establishing its own structure to handle scheduling and usage charges, but in either event, argued that it should be operated for the benefit of the Port and other aggregate exporters in the region. Dean expressed his hope the PC would give serious thought to the issues discussed and encouraged it to make the dock a public facility for all users in our area.</p> <p>Schmitt said it is time to have a talk with the current user about keeping the dock area cleaner. Thornsbury suggested the PC take time to consider the information presented and bring the topic back at a future meeting before deciding whether to change policy and transition to a multi-use operation. Thornsbury cautioned the Port cannot require users to sweep areas that do not have a hard surface, but added that it can require material not be allowed to pile up. Schmitt asked about having the Port's engineer estimate how much it would cost to put down a hard surface.</p> <p>Vinyard noted bark cleanup is a big problem and ignoring it has not worked. Vinyard suggested staff encourage the current user to start cleaning it up. Schmitt concurred, adding users need to be made aware that changes are coming. Herman added that once a hard surface is in place, the Port can require users to keep it clean. Thornsbury noted the dock apron is already a hard surface, but has not been kept clean. Herman asked whether leases for waterfront property include language concerning cleanup. Thornsbury explained that cleanup of the property is addressed, but cleanup of the dock area would be covered under a tariff that would apply to all users, not just lessees.</p>	
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New Business continued...
Barge Dock Availability/Use Policy continued...


Schmitt pointed out that large bark chunks are not easy to sweep up and a front end loader might be needed to collect large pieces followed by a sweeper to pick up what's left. He added that if the bark were clean, it is likely it could be sold. Herman expressed concern regarding the cost to users if cleanup is required and there is only one user. Thornsburry noted that cleanup only on demand would hamper any attempt to market the dock to other users and creates a risk that cleanup when an opportunity presents itself.

Vinyard suggested the current problem is the magnitude of the bark accumulation. Schmitt said the bark is a mess and suggested that once the waterfront improvements are completed, cleanup should be required and enforced. Discussion followed concerning the soil conditions and the extent to which bark, sandy soil, and river rock are mixed. Thornsburry explained that based on previous test pits, approximately three feet of mixed soil, rock, and bark will have to be removed and replaced as part of the waterfront improvements to the dock and area east of it. He added that there are markets for bark, rock, and soil as individual components, but when they are mixed together they are of little value due to the cost of separating them. Thornsburry suggested the Port may have to simply spread out the material it removes on the former RAMCo disposal site to get it out of the way.

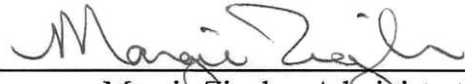
Vinyard noted the problem seems to grow each year and the clean up gets harder and harder. Schmitt stated that log exporting is a valuable function for Klickitat County and expressed his hope it will be possible to find a way to continue supporting it while allowing aggregate exporting as well. Thornsburry explained that most ports establish a document called a tariff that controls how a dock facility operates including scheduling and requirements for clean up.

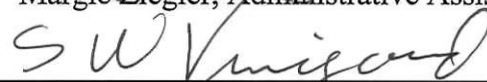
<p>New Business continued... Barge Dock Availability/Use Policy continued...</p>	<p>The condition of the remaining waterfront property was discussed and Herman express concern the Port may end up with a substantial cleanup expense if the current lessee abandons the lease. Thornsbury explained that because a baseline was never established for the condition of the waterfront, it is difficult to know how much of the present condition existed at the time the current lease was executed and added that, as a result, it could be difficult to establish what would constitute restoring the property to its original condition. Vinyard suggested the Port promptly inform the existing lessee that cleanup will eventually be required so that it can come up with a plan for managing and removing the bark generated by its operations.</p> <p>Thornsbury suggested the Port may have to seek an opportunity to go in and remove and replace the soil on the leased property to remove the organic material and establish a baseline condition. Thornsbury noted that it is not the Port's responsibility to address the issue of bark disposal, but the Port ought to be sensitive to the matter. Schmitt said the lessee should find a solution to bark disposal so the situation does not get any worse.</p> <p>Vinyard expressed doubt that bark could be cleaned up in short order despite the lessee's prior statements to the contrary. Herman suggested requiring that the depth of the bark be limited to a certain elevation. Thornsbury replied that there were a number of complicating factors that would make such a requirement difficult if not impossible to enforce. He added that there will never be a good time for either the Port and/or the lessee to clean up the property.</p>	
<p>MCEDD Representative</p>	<p>ED Thornsbury noted the term for the current MCEDD Board representative for Washington ports has expired and the position has historically rotated between the Port of Klickitat and the Port of Skamania every two years. Thornsbury explained that, after some discussion, the Port of Skamania indicated it would be satisfied if the</p>	<p>PC Vinyard M, to reappoint PC Schmitt as the MCEDD board representative for Washington ports for the next two years.</p>

New Business continued... MCEDD Representative continued...	Port of Klickitat continued to represent Washington ports for two more years with the proviso that representation would return to the Port of Skamania at the end of that term.	
Executive Director's Report DIP Water System	ED Thornsburg explained work recently conducted on the Dallesport Industrial Park Water System to bring Well No. 2 back online after the pump controller failed. He noted that a failed transformer had been replaced to allow the motor soft start to function, a pump control valve had been refurbished and reinstalled to allow flushing, and the first-ever documentation of the pump control panel is nearing completion.	
Commissioners Remarks	PC Vinyard said he will be attending an EDA meeting on July 25 and another meeting on August 22. Vinyard asked ED Thornsburg about funding for new buildings. Thornsburg explained that without adopted state capital and federal budgets, the availability of funding is unknown, but added that he is still looking into the matter.	
Public Comment	None	
Adjournment	PC Vinyard adjourned the PC Meeting at 6:58 PM.	

Approved on August 15, 2017
(Date)


Marc Thornsburg, Executive Director



Margie Ziegler, Administrative Assistant


Wayne Vinyard, President