The regular meeting of the Board of Commissioners of the Port of Camas-Washougal was held at the Port Offices, 24 South 'A' Street, Washougal WA, on Tuesday, March 1, 2011, at 4:00 p.m.

PRESENT: Commissioners Bill Macrae-Smith, Mark Lampton, and Bill Ward; Executive Director David Ripp; Finance Director Kim Noah; Executive Assistant Mary Murphy; the Goodstein Law Group; and members of the press and public.

From 4:00 to 5:00 p.m., the Commission recessed into executive session to discuss two matters relating to property disposition and three matters relating to property acquisition. Following executive session, the Commission reconvened into general open session.

Following the Pledge of Allegiance, Commission President Bill Macrae-Smith called the public meeting to order.

- **CONSENT ITEMS**
  - **Minutes**
    The reading of the Minutes of the regular meeting of February 15, 2011 was dispensed with, it being noted that a copy of the Minutes had previously been provided to all Commissioners. After brief discussion, upon motion made by Commissioner Ward, seconded by Commissioner Lampton and carried unanimously the Minutes from the February 15, 2011 regular meeting were approved as presented.
  - **Claims /Vouchers**
    After review, upon motion made by Commissioner Lampton, seconded by Commissioner Ward and carried unanimously, general fund vouchers 684-695, 105347-105350, and 21834-21861 in the total amount of $127,986.51 and the issuance of warrants in payment thereof, were approved.

- **NEW BUSINESS/DISCUSSION ITEMS**
  - **Emergency Response Plan**
    Executive Director David Ripp introduced Don MacLardy, Vice President of Select Inc., who stated that as a retired Vancouver Battalion Chief he brings his experience and expertise to this process. He gave an overview of his work with Port staff and local emergency response agencies to update the Port’s Emergency Response Plan (ERP). He complimented staff’s enthusiasm and commitment to this task, and reported that a training exercise has been scheduled for 9:00 a.m. on Friday, March 18th in the Port’s Industrial Park. Once the ERP is completed, there will be annual training exercises to stay up-to-date with available emergency resources. No decisions were made.
  - **Public Industrial Corporation**
    Finance Director Kim Noah reported that the annual meeting of the Public Industrial Corporation (PIC) has been scheduled for March 15, 2011, and will be held during the regular commission meeting. The minutes from the April 6, 2010 PIC meeting were provided for the commissioners’ review and will be presented for formal approval during the annual meeting, along with the election of officers, etc. No decisions were made.
• **Capital Improvement Plan**
  Director Ripp reviewed the latest draft of the 5-Year Capital Improvement Plan which included additional categories: Strategic Investment Projects and Operational Capital Projects. After discussion, staff was directed to fill in the estimated cost in today’s dollars for projects in 2012 through 2015, and bring that information to future discussions. Once the CIP is approved, it will complete Appendix B to the Strategic Plan. No decisions were made.

• **Q&A on the Airport Improvement Plan**
  Director Ripp introduced Rainse Anderson, of WHPacific, consultant on the Airport Layout Plan and Environmental Assessment process, who welcomed questions from the Board. Topics raised included:
  - the mobile home park;
  - Delp Road relocation;
  - Through-The-Fence;
  - tunnel as Preferred Alternative;
  - FAA funding;
  - Port’s 2.5% already met with past property purchase;
  - consequence of turning down FAA funding; future maintenance costs borne solely by Port with no federal or state assistance;
  - the future of General Aviation;
  - becoming an obligated airport;
  - stormwater concerns;
  - business opportunities;
  - wetlands mitigation;
  - social impacts; and
  - airport environs overlay.

No decisions were made.

• **PUBLIC COMMENT #1**
  Comments were heard on information-gathering /decision process; Airport ownership; personal aircraft ownership; North side property owners and Through-The-Fence issue; Marina vs. Airport infrastructure improvements; Airport’s strategic benefit to region; recreational opportunities; improvements will enhance safety; emergency staging at Airport; liability follows when accidents are connected to identified deficiencies; and Airport’s income covers costs.

• **ACTION ITEMS**
• **Resolution 4-11**
  Director Ripp presented for formal approval Resolution 4-11 replacing Resolution Nos. 3-10, 9-85, and 9-187, establishing certain responsibilities of the office of Executive Director and delegating certain authority to the Executive Director. Discussion followed and consensus was reached to delete paragraph #11 pertaining to a travel policy. A formal Travel Policy has previously been adopted by the Board. After brief discussion, upon motion by Commissioner Ward, seconded by Commissioner Lampton and carried unanimously, Resolution 4-11 was adopted with paragraph #11 deleted, effective March 1, 2011.

• **STAFF REPORTS**
  Director Ripp’s report (attached) included:
  - Request from Portland State University to conduct testing off Breakwater Dock;
  - Levee Recertification;
  - CWEDA director application deadline;
  - Maintenance van;
  - Equipment budgeted for and purchased; and
  - Fiber optics coming to Port.
• COMMISSIONER REPORTS
Commissioner Lampton commented on audience participation; and FAA design standards vs. safety issues.
Commissioner Ward thanked Rainse Anderson; and commented on the WSDOT-Aviation economic study and audience attendance.

• PUBLIC COMMENT #2
Comments were heard on infrastructure improvements bringing economic development to the Airport; Through-The-Fence issue; information-gathering/decision process; General Aviation hiring outlook positive; Airport inspiration to young pilots; pilots not subsidized; current data supports General Aviation; PSU’s panel testing project; use of trust fund vs. local taxpayer dollars; local control; FAA funding; strong front with FAA for Preferred Alternative; and businesses locating at Grove Field.

The meeting was adjourned at 7:40 p.m.

PORT OF CAMAS-WASHOUGAL

__________________________
__________________________
__________________________
Commissioners
Executive Director’s Report  
March 1, 2011

Potential Lease  
Portland State University (PSU) would like to lease a 240’ foot section of the breakwater at the far west riverside end. PSU has a project to study coatings for underwater structures which will not allow marine life, i.e., zebra mussels, to adhere and propagate in the water. This is a freshwater study.

Terms:
- 240 feet of the outside Breakwater Dock at riverside, far west end;
- 27 individual panels weighing a total of 2,336 lbs. will be attached by special bracket to the bull rail and hang below the dock.
- PSU Staff will monitor them, with only minimal Port staff time needed (once a week to ensure they are still in place).
- 1-year-term, with four 1-year options.
- Rate: $11,000.00/yr. including leasehold tax.

From the Internet:
Zebra mussels and other water-based invasive species spread by attaching themselves to boats and other equipment. Once established, they multiply quickly and threaten native fish and wildlife by consuming available food and smothering other species. They also can clog water-intake systems at power plants, public water supplies and other facilities.

Zebra and quagga mussels are native to the Caspian Sea. They entered the Great Lakes in the mid-1980s in ship ballast water and have spread to more than 20 states. The mussels are easily transported because they can live out of water for up to a month.

Levee Recertification
We are continuing to try and work with two Federal agencies on a partnership for the re-certification of the levee. I have had lengthy discussions with both the US Department of HUD and USFW, but I am not sure they can qualify themselves as a Federal partner for this project. I will continue to work this direction until it cannot go any further.

I did have a meeting with the engineering firm of Mead & Hunt to discuss levee recertification and was pleasantly surprised by their cost estimate, as compared to what I have been previously told by a different firm. In those past discussions, the cost for this project was going to be around $2.5 million ($450k per mile), but Mead & Hunt has completed this recertification for two districts in Minnesota and the cost per mile fell between $50 and $100k. This cost per mile at least sounds a lot more reasonable than earlier costs. I am unsure whether or not the Port will be able to get a Federal sponsor and I would like to move forward with getting together with several firms and discuss cost estimates for the re-certification, which will help us with the decision process on how to move forward with this project.

This project needs to continue forward and our timeline for completion (April 2012 est.) is beginning to shorten. If we are unable to secure re-certification, FEMA has indicated that once an area is mapped wet it will not be remapped “dry” until the next map revision process is undertaken. The result of this is, if a District provides the required levee certification materials one month after an area is mapped wet, those certification materials will not be considered until the next map revision process is undertaken by FEMA. This could result in an area being mapped wet for years after the levee certification work was completed by the USACE or a private consultant.
The cutoff for receiving RFQ’s for the Executive Director’s position is March 1st. I have received a number of calls from interested parties. The next phase of the process will be to review all of the applications with both cities, determine who will be interviewed and how that process will take place. The goal for completing the interviews is by the beginning of April.