



# PORT OF KENNEWICK SPECIAL COMMISSION MEETING

JULY 25, 2017 MINUTES

## CALL TO ORDER

Commission President Skip Novakovich called the Special Commission Meeting to order at 2:30 p.m. in the Port of Kennewick Commission Chambers located at 350 Clover Island Drive, Suite 200, Kennewick, Washington 99336.

### The following were present:

**Board Members:** Skip Novakovich, President  
Thomas Moak, Vice-President *\*\*Clerk's Note: Mr. Moak arrived at 2:43 p.m.*  
Don Barnes, Secretary

**Staff Members:** Tim Arntzen, Chief Executive Officer  
Tana Bader Inglima, Deputy Chief Executive Officer  
Amber Hanchette, Director of Real Estate and Operations  
Nick Kooiker, Chief Financial Officer/Auditor  
Larry Peterson, Director of Planning and Development  
Lisa Schumacher, Special Projects Coordinator  
Bridgette Scott, Executive Assistant  
Lucinda Luke, Port Counsel

## PLEDGE OF ALLEGIANCE

Davin Diaz led the Pledge of Allegiance.

## APPROVAL OF THE AGENDA

***MOTION:*** *Commissioner Barnes moved to approve the Agenda; Commissioner Novakovich seconded. With no further discussion, motion carried unanimously. All in favor 2:0.*

## PUBLIC COMMENT

No comments were made.

## CONSENT AGENDA

Consent agenda consisted of the following:

- A. Approval of Direct Deposit and E-Payments Dated July 18, 2017***  
Direct Deposit and E-Payments totaling \$50,313.60
- B. Approval of Warrant Registers Dated July 20, 2017***  
Expense Fund Voucher Numbers 39288 through 39333 for a grand total of \$900,275.60
- C. Approval of Regular Commission Business Meeting Minutes June 27, 2017***
- D. Approval of Regular Commission Business Meeting Minutes July 11, 2017***

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***MOTION:*** Commissioner Barnes moved for approval of the Consent Agenda, as presented; Commissioner Novakovich seconded. With no further discussion, motion carried unanimously. All in favor 2:0.

## RECOGNITION

### ***A. Davin Diaz, Rotary Committee Member of the Year Award***

Mr. Novakovich stated the Port would like to recognize Davin Diaz for an award that he recently received from Columbia Center Rotary. Mr. Diaz has been the chair of the Latino Heritage Mural Committee, where he spent countless hours and energy organizing the committee. Mr. Diaz worked to ensure that Latinos throughout the greater Tri-Cities region understood the intent of the mural and that they had a chance to provide input to the artist and to share their stories in this community. Mr. Diaz has been working to transform our community through art in many ways. When Mr. Diaz was in the Leadership Tri-Cities program, he spearheaded a project that brought an art installation to the YMCA Martin Luther King Jr. Center in Pasco. Mr. Diaz has opened an art gallery in Richland, produced a documentary film and has been a passionate advocate for using art as a means of leveraging positive development in our region. Additionally, Mr. Diaz has been working very hard to ensure the Latino Heritage Mural is a success and recently brought Rotary into the fold, raising \$5,000 from Rotary to help fund the Latino Heritage Mural. And, for Mr. Diaz's effort on the Mural project, Columbia Center Rotary recognized him as their Committee Member of the Year.

Mr. Novakovich read Mr. Diaz's Facebook post:

*"Thank you Columbia Center Rotary for the "Committee Member of the Year" award, which I received for my work on the Port of Kennewick's Latino Heritage Mural in the new Wine Village. Honestly, there are dozens of people that have invested time and energy on this project and this is their award. It's easy to work when you're involved in a project you're passionate about with a great team. Note the mock ups by Andrew Reid are DRAFTS. They've been improved upon, but you will have to wait for the ribbon cutting to see the final product."*

Mr. Novakovich stated the Port asked Mr. Diaz to attend today's meeting so the Commission could recognize his efforts, to congratulate him on this Rotary award, and to publicly thank him for helping rally the community in support of the Latino Mural project and being a wonderful partner to the Port of Kennewick.

Mr. Diaz thanked Barb Carter, the Commission and staff and reiterated that it is not his award, but the community's award. Mr. Diaz stated the post was able to bring attention to the Latino Mural project which defines who and what we are in this community. The mural is a big positive step in the right direction. Mr. Diaz thanked the Port for being a champion of the arts in the Tri-Cities and he is excited for the unveiling of The Gathering Place on August 4, 2017.

Mr. Arntzen stated John Lindeman had approached the Port about the idea of Latino Mural and Mr. Diaz was one of the first community members to get involved with the project and rallied the community's support. Mr. Diaz brought together a passionate team who was committed to

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bringing an authentic rendering to the Tri-Cities. Mr. Arntzen has worked with Mr. Diaz on other projects and appreciates his friendship, his ideas and his community spirit.

Mr. Barnes thanked Mr. Diaz for his involvement in the project and stated his partnership is very meaningful to the Port. The results of Mr. Diaz's efforts will have a long lasting impact on the Port and the citizens of the Tri-Cities.

### NEW BUSINESS

*\*\*Clerk's Note: Thomas Moak, Vice-President arrived at 2:43 p.m.*

#### ***A. Authorizing the Chief Executive Officer to Settle the Insurance Claim Related to the Collapse of the Port Building Located at 211 East Columbia Drive; Resolution 2017-13***

Mr. Kooiker stated on January 11, 2017 the building at 211 East Columbia Drive collapsed due to the weight of the snow. Mr. Kooiker and Ms. Luke have been working with the Cities Insurance Association of Washington over the last six months to establish the fair market value of the building. Mr. Kooiker stated the current Delegation of Authority does not cover this unique situation and Resolution 2017-13 would give Mr. Arntzen the authority to designate the following:

1. Whether the Port replaces the building or receive market value for the structure;
2. Establish the amount of the fair market value for replacement cost or market value of structure.

Mr. Kooiker stated the insurance company has established the market value of the building at \$245,000 and reduced the amount by \$80,000 for the land, which nets the Port approximately \$150,000 for market value, which can be invested elsewhere. However, if the Port agrees to replace the 211 building, the fair market value replacement cost is \$900,000-\$925,000, not including the demolition cost of \$70,000 which has already been paid. Port staff has been moving forward with the assumption that the 211 building would be replaced. The Port hired David Robison of Strategic Construction Management to vet the numbers and determine the hard cost and soft costs related to replacing the building. Mr. Kooiker and Mr. Robison have been able to increase the replacement cost by \$150,000 and noted that the Port would need to replace the building with something of similar use on the property or an adjacent property. Additionally, there is a two year timeline to construct the building and the Port is already six months into the timeline. Mr. Kooiker stated the insurance company has verbally agreed to an extension, however, the Port will need to confirm that in writing.

Mr. Novakovich inquired what Mr. Kooiker and Mr. Robison determined for replacement of the building.

Mr. Kooiker stated the number stands at \$910,000, however, there are a few more items that are being negotiated, and therefore the number may increase.

Mr. Arntzen stated Mr. Kooiker, Ms. Luke and Mr. Robison have been working on this and have done a tremendous job. This process has taken longer than estimated, however, staff, through their dedication and efforts, have been able to get the most money for the taxpayers. Mr. Arntzen

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stated this situation has presented the Port has a great opportunity to further invest in the Wine Village.

Mr. Novakovich thanked Mr. Kooiker and Ms. Luke for their efforts.

Ms. Luke stated Mr. Kooiker did a tremendous job and was very thorough and aimed to get the most benefit for the community.

Mr. Barnes reiterated Mr. Kooiker's comments and inquired if the replacement included the same truss system that was originally installed in the 211 building.

Mr. Kooiker stated Mr. Robison was able to locate a distributor for similar trusses and that amount was included in the estimate.

Mr. Novakovich inquired if the Port needed to reconstruct the building or construct a similar use building on the property.

Mr. Kooiker confirmed the Port does not need to reconstruct the same building and it can be constructed on adjacent property or on the 211 site.

Mr. Barnes inquired if there is a building similar size that will fit the Wine Village site plan.

Mr. Arntzen stated Resolution 2017-13 only addresses the insurance settlement and what course of action the Commission would like to take. Mr. Arntzen will be working with staff on options to consider, proposed budget, and potential businesses leads, and will bring that information back to the Commission at a later date.

Mr. Barnes inquired if staff would like the Commission to authorize Mr. Arntzen to reach a settlement with the insurance company.

Mr. Arntzen stated if the Commission believes the approximate settlement of \$910,000 is acceptable and if the Commission is in agreement that the amount is a fair number for replacing the building, staff will move forward to resolve the claim with the insurance company. Once the claim moves forward, staff will vet ideas and concepts for the Commission to consider. Mr. Arntzen suggested the Port reach out to the City of Kennewick, who is heavily invested in Columbia Gardens for additional ideas.

Ms. Luke stated prior to the insurance carrier releasing the payment, there will be a release agreement document to review, which sets forth the requirements.

Mr. Kooiker stated Resolution 2017-13 gives Mr. Arntzen the authority to agree on a replacement amount and then the carrier will reimburse the Port with an initial payment, based upon some factor and then reimburse the Port in payments.

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Mr. Arntzen stated staff is anticipating a higher amount than the insurance carrier's number. Mr. Arntzen confirmed Mr. Robison is looking at the hard and soft construction costs. There are several factors the Port needs to consider before we move forward: how much money does the Port have, how much is the project likely to cost and are there any partnership opportunities available.

Mr. Barnes reiterated the decision before the Commission is to accept the replacement of the building and negotiate the cost of the replacement of the building.

Mr. Arntzen agrees, however, the insurance carrier's replacement value is on the actual 211 building, and what it would be to replace that specific building. Staff verified that the Port does not want to actually replace that building which was outdated in many ways. Mr. Arntzen believes the new building will be more than the carrier's number and anticipates looking at ways to partner with others or looking at private sector investments.

Mr. Moak appreciates the update and stated the 211 building had a variety of interesting and unique aspects and there were several interested parties who looked at potentially occupying the building. Mr. Moak thanked Mr. Kooiker and staff for their persistence and getting the Port to a point that we will be able to construct something unique for the Wine Village. As Mr. Arntzen and staff look at options to bring back to the Commission, he suggested looking at ideas that will complement the Wine Village and what can catalyze the development or downtown. Mr. Moak stated it is important to look at what will be the best to spur continued economic development and make Phase 2 even more successful.

### **PUBLIC COMMENT**

Davin Diaz, 5143 Owl Court, West Richland. Mr. Diaz's gallery, Drewboy Gallery, previously had a vested interest in the space and volunteered himself and the Drewboy Gallery's Board of Directors to participate in visioning sessions staff may have. Mr. Diaz stated it is a unique opportunity and he is excited to participate.

Mr. Arntzen thanked Mr. Diaz and would like to follow up with him and Ms. Hanchette to look at other complimentary opportunities that are available.

***Motion: Commissioner Barnes moved for approval of Resolution 2017-13 authorizing the Port's Chief Executive Officer to proceed with all necessary procedures to resolve the Insurance Claim Related to the Collapse of the Port Building Located at 211 East Columbia Drive; Commissioner Moak seconded.***

#### *Discussion:*

*Mr. Barnes stated it is in the best interest of the Port to negotiate a settlement for the replacement cost of the 211 building and replace it with a unique building that is compatible to the Wine Village. Mr. Barnes thanked staff for their diligent work with the insurance carrier.*

***With no further discussion, motion carried unanimously. All in favor 3:0.***

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**REPORTS, COMMENTS AND DISCUSSION ITEMS**

***A. Clover Island Update***

Mr. Peterson presented a video of the Gathering Place and reported on the progress of the construction.

Ms. Bader Inglima reported The Gathering Place joint celebration with the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) will be held on August 4, 2017 at 10:30 a.m. The CTUIR will perform an opening and closing blessing and the CTUIR youth will be performing as part of celebration. Ms. Bader Inglima encouraged the public to attend to see the new improvements and touched on the community outreach for the celebration. Ms. Bader Inglima stated following the celebration of The Gathering Place, the Port Commission and CTUIR Board of Trustees will congregate at the GESA Carousel of Dreams for a Joint Meeting.

***B. Columbia Drive Update***

Mr. Peterson presented pictures from the current construction at the Wine Village.

***C. Vista Field Update***

Mr. Arntzen stated Port and City staff continue to work on the Draft Master Plan and addressing the water and sewer system impacts, storm water design and the sprinkler system thresholds. Mr. Arntzen and Ms. Mosley have been briefed by the working group, which consists of the City and Port staff, Mr. Robison and Ben Floyd. Mr. Arntzen has emphasized with Ms. Mosley and others, that the budget for the Port will include essential infrastructure and a vertical element. Mr. Arntzen stated the Port will be marshalling our financial assets and believes \$5,000,000-\$6,000,000 will cover the initial infrastructure, which includes, the arterial off Grandridge Boulevard and Deschutes Drive, landscaping, the beginning of the narrow road, water feature and the corporate hangar remodel. The Port and City staff continue working on the complex issues and Mr. Arntzen believes there will be significant and equitable resolutions.

Mr. Peterson reported the City Planning Commission held a workshop on July 19, 2017 to discuss the Urban Mixed Use (UMU) Zoning, which will be applicable to the Bridge to Bridge area and Vista Field. The UMU zoning is easy to apply to Vista Field because it is one property, however, for the Bridge to Bridge area, the Planning Commission needs to work through the questions of what it means to the existing businesses on Columbia Drive. The Planning Commission will hold a public hearing on August 21, 2017 to further discuss the UMU zoning.

Mr. Moak inquired if the storm water design has been settled.

Mr. Peterson stated Carey Roe, City Public Works Director has indicated that the Port's offered solution is what the City is looking for, however, it has not been officially settled.

Mr. Moak inquired what the time frame is to resolve the other issues.

Mr. Peterson stated the City is currently analyzing the solution for the sewer system and will be meeting with the water consultant to discuss the logistics and costs. Mr. Peterson anticipates an estimated date from the City in August.

***D. Washington Public Ports Association (WPPA) Director's Seminar***

Mr. Arntzen attended the Washington Public Ports Association (WPPA) Executive Director Seminar July 12 through 14, 2017 in Long beach, Washington and stated it was a very informative seminar and each port executive director was able to discuss what is happening at their port and speak about good and bad experiences over the past year.

***E. Rail Update***

Mr. Arntzen attended the Inland Port Meeting on Monday, where the Port of Benton, City of Richland, the Northwest Seaport Alliance (NWSA), WPPA and Central Washington Corn Processors discussed their current proposal regarding rail expansion through the Tri-Cities in an effort to alleviate Interstate 5 corridor truck congestion. The current proposal consists of cargo containers carrying commodities from the inland northwest to be transported to the Richland hub via truck and loaded directly onto trains, where the trains will transport the cargo to Seattle and off-load at the Port of Seattle. Mr. Arntzen reported there are several reasons why this concept appears to be important to the proponents:

- Alleviates congestion on the I5 corridor;
- Seaport union rules stipulate trucks can unload cargo between the hours of 8:00 a.m. and 5:00 p.m.; however, train cargo can be unloaded 24 hours, seven days per week.

The proponents believe by running trains through the Tri-Cities, these issues may be resolved. This is a very large project for this area and although it may alleviate west side congestion, it would impact the Tri-Cities train system exponentially. A two mile train would leave north Richland, cross the 240 Bypass Highway and run through Kennewick and into Pasco, twice. Mr. Arntzen stated there are people who are concerned about the potential negative impacts to the community with this proposal. He feels the proposal is unfolding in a non-sequential fashion and the proponents have indicated there will be a trial run in October. However, many jurisdictions have just learned of the proposal and have not had a chance to look at the impacts, positive or negative.

The proponent's proposal include using an existing loop track in North Richland owned by the Central Washington Corn Processors. The loop is currently used to bring in corn from the mid-west to the northwest.

Mr. Arntzen stated the Railex loop, located in Wallula, and in the Port of Walla Walla, should be considered. Railex previously distributed agriculture and wine to the distribution centers in California and New York and Union Pacific recently purchased all three distribution centers. Mr. Arntzen mulled, if Railex and Union Pacific would like to take part in this proposal, there would be less of an impact to our community with the same end result.

Mr. Arntzen is still trying to define what the Port's role is and believes this proposal should be taken on by that of a regional transportation organization, such as TRIDEC or Benton Franklin Council of Governments, rather than our jurisdictional partners. Mr. Arntzen believes there should be a regional entity looking into the proposal to get a community-wide review, furthermore, there has been little information disseminated in the community.

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Mr. Peterson stated the concept of reducing congestion and assisting the farmer by moving product to the market faster seems good, however, there are too many players involved. There are several questions that need to be answered: are the Class One railroads interested in the proposal; if there is a union issue on the west side, will it be an issue here; and is North Richland the best place to encourage additional traffic? Mr. Peterson stated the train would move around the community four times to get to Seattle. The train would leave the Pasco yard, head to the North Richland site, through downtown Kennewick, and move through 13 at-grade crossings throughout Kennewick. Once the train arrives in North Richland and is loaded, it reverses the entire route back to Pasco, then moves on to Seattle, and essentially completes a loop upon return from Seattle. Mr. Peterson stated there are six other locations that already have an existing rail loop in place, such as, Northwest Ag Products in Plymouth, who is already performing this service. Mr. Peterson stated there is a rail loop facility in Quincy that is already serviced by Burlington Northern Santa Fe, and may be a potential site as well. Mr. Peterson stated there are too many questions that remain unanswered, and the biggest question would be, is this proposal best for the overall community.

Mr. Arntzen stated Kennewick and part of Richland are in the Port district and each partner may have a different viewpoint.

Mr. Novakovich recently attended the Benton-Franklin Council of Governments Policy Advisory Committee (PAC) meeting, and Mr. Roe asked the transportation representative some very pointed questions on the subject. Mr. Novakovich also spoke with the transportation representatives, who agree that this proposal should be under the umbrella of a regional organization and that an Environment Impact Study (EIS) needs to take place prior to the proposal moving forward. The concern right now is if the proponents move forward on a trial, there may be no turning back.

Mr. Moak, speaking as a Port Commissioner is concerned that there will be a direct impact to the Wine Village and Vista Field, and as a private citizen, is concerned about the effect the extra routes will have on downtown Kennewick. Mr. Moak asked Mr. Arntzen to continue monitoring the situation and taking part in the meetings and discussion. Mr. Moak inquired if it will take litigation to force the proponents to conduct an EIS, which looks at other opportunities in the region.

Mr. Arntzen stated before the sponsoring agency would perform an EIS on a project of community wide importance, which is lengthy and costly. For example, prior to closing the airport, the Port performed an EIS, which addressed any community concerns and then those concerns were researched prior to any action taken by the Port. Mr. Arntzen believes a rail proposal that has numerous at-grade crossing warrants an EIS. The timing of the EIS should be before any action is taken. At a recent workshop, Councilman Paul Parish commented, if the proponents are going to move forward with the proposal, then why are we here, however, if the proponents are here because they have a concern regarding the impacts to the community, then we should be discussing the impacts prior to running a trial. The EIS should be completed prior to any commitment being made by a jurisdiction.

Mr. Barnes attended the meeting with Mr. Arntzen and stated the proposal would cause a ripple effect that would impact the entire community. Mr. Barnes expressed his concern and stated the at-grade rail crossings at Kellogg and Edison Streets may impact the Port's and Vista Field



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redevelopment. Mr. Barnes believes the proponents of the proposal are trying to minimize the impact to the community, and stated a formal EIS Study should be performed, so the community is fully aware of all the impacts. Mr. Barnes stated he will continue to monitor the situation and work for the community as well as the Port district.

Mr. Arntzen stated there is not a lot of information regarding the proposal and as a policy matter, feels we need to investigate if the City of Richland and the Port of Benton are fully supportive of this proposal. Furthermore, are the elected officials truly aware of the potential blow back from the proposal?

Mr. Novakovich commented that he had a conversation with Councilman Phillip Lemely, who expressed that the proposal would be a great economic benefit to Richland, but was not aware of the negative impacts to Kennewick.

Mr. Moak stated the impacts will not only be from the trains, but the truck traffic will increase exponentially and inquired if those impacts have been discussed.

Mr. Novakovich stated the Port should continue to monitor the situation and believes it is important that an EIS takes place and the project needs to be overseen by a regional transportation group such as the Council of Governments.

Mr. Barnes stated Mr. Roe and City staff are working on a letter to address the issue which will be signed by the City Manager or Mayor. Perhaps the Port can work with the City of Kennewick, since there is a common interest and keep abreast of the action the City of Kennewick is considering.

Mr. Moak inquired if the North West Seaport Alliance (NWSA) was a sponsor of the meeting.

Mr. Barnes stated Mike Reilly, Director of Intermodal Business Development, NWSA was the primary presenter.

Mr. Arntzen stated Mr. Reilly was a very polished presenter and had a lot of knowledge on the topic, however, Roger Wright and Diahann Howard of the Port of Benton and Zach Ratkai from the City of Richland were also involved in the meeting. Mr. Arntzen stated if the Port were to send a letter, he is not sure who would receive that letter, because there is no clear sponsor for this project.

Mr. Barnes stated the agenda lists the City of Richland, the Port of Benton, the WPPA, the NWSA and the Central Washington Corn Processors as the project leadership team. The scope of feasibility for the leadership team was whether or not the cargo could be transported and the temperatures maintained and the feasibility did not address impact to the community.

Mr. Arntzen stated an EIS should be conducted by a credible firm before the proposal is tested.

Mr. Moak asked if it would take litigation to force an EIS.

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Ms. Luke stated someone may need to file action prior to the trains running to stop the proposal.

Mr. Novakovich asked Mr. Arntzen to visit with Ms. Mosley to inquire about the City's position.

Ms. Luke stated perhaps a citizen organization may have an interest and become involved.

Mr. Arntzen will to continue to meet with interested stakeholders and share information with our partners as it comes available. Mr. Arntzen will work on scheduling a meeting with Mr. Ratkai and express the Port's concerns over the proposal and the need for an EIS. Mr. Arntzen stated in the past, the sponsor of the project volunteers to do the necessary research before moving forward.

Mr. Novakovich suggested engaging in a conversation and see if the City of Richland would be willing to conduct an EIS.

Mr. Barnes stated the largest beneficiary of this proposal is the NWSA and the Central Washington Corn Processors. Mr. Barnes does not believe the Port of Benton or the City of Richland would gain much from this proposal. The proponents offered that the proposal would lead to an additional 1,300 jobs and would provide additional opportunities for farmers to grow their business. It was never mentioned how the proposal would adversely affect the community.

Mr. Novakovich suggested Mr. Arntzen keep abreast of the issue and continue dialogue with the Cities of Richland and Kennewick. Mr. Novakovich inquired if the Port should speak with the Council of Governments and ask if they would request an EIS.

Mr. Arntzen stated the Port has an umbrella organization in TRIDEC and it is unfortunate that they have not become involved. Mr. Arntzen believes TRIDEC would be a good organization to organize meetings and conduct community outreach.

Mr. Moak inquired if Council of Governments was at the meeting.

Mr. Novakovich stated Brian Malley, executive director of the Council of Governments was very upset because he was not informed of the proposal.

Mr. Arntzen will meet with the partners and report back to the Commission.

## ***F. Commissioner Meetings (formal and informal meetings with groups or individuals)***

Commissioners reported on their respective committee meetings.

## ***G. Non Scheduled Items***

1. Mr. Arntzen reported that Russel Del Gesso, of the Historic Downtown Kennewick Partnership requested the Port's input on a potential pedestrian crossing at Columbia Gardens consisting of flashing lights.

Mr. Moak stated the Partnership is putting together a Block Grant request for the crossing to the City of Kennewick.

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Mr. Arntzen plans to attend an International Economic Development Council webinar regarding affordable housing and economic development on August 17, 2017.

Mr. Arntzen thanked Ms. Bader Inglima and staff for their work on the Governor's Smart Communities Smart Partnership Award and for organizing the event. Mr. Arntzen stated each time the four partners are mentioned together, it strengthens the opportunities for moving forward.

2. Ms. Luke stated that she has been working Lisa Beaton, City Attorney, on the Interlocal Agreement between the City, Port and Columbia Basin College Public Authority District (PDA) portion. Ms. Luke drafted the necessary documents for the PDA including ordinances, bi-laws and charter rules. Ms. Beaton has reviewed the documents and did not have any revisions or comments.
3. Mr. Kooiker reported the Port of Kennewick was featured in a *New York Times* article <https://www.nytimes.com/2017/07/18/business/municipal-airports-development.html> regarding former airfields and Mr. Novakovich was quoted.

Ms. Bader Inglima stated the article was also featured in several other publications and websites. The article titled "Factories or Runaways? Municipal Airports Face Economic Pressure," and focused on the closures of municipal airports and the impacts to the communities. Mr. Novakovich discussed the Vista Field redevelopment efforts.

## PUBLIC COMMENTS

No comments were made.

## COMMISSIONER COMMENTS

No comments were made.

## ADJOURNMENT


With no further business to bring before the Board; the meeting was adjourned 4:37 p.m.

### APPROVED:

PORT of KENNEWICK

BOARD of COMMISSIONERS

  
Skip Novakovich, President

  
Thomas Moak, Vice President

  
Don Barnes, Secretary

**PORT OF KENNEWICK**

**RESOLUTION 2017-13**

***A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE  
PORT OF KENNEWICK AUTHORIZING THE CHIEF EXECUTIVE OFFICER  
TO SETTLE INSURANCE CLAIM FOR COLLAPSE OF 211 E. COLUMBIA DRIVE BUILDING***

**WHEREAS**, the Port's building located at 211 East Columbia Drive collapsed on January 11, 2017 due to heavy snowfall; and

**WHEREAS**, Port staff has been working with Cities Insurance Association of Washington and their administrator Clear Risk Solutions to establish a fair market value for replacement costs of the structure; and

**WHEREAS**, the Port's Chief Executive Officer has consulted with the Port's legal counsel in order to establish a favorable resolution for the Port; and

**WHEREAS**, the Port's Chief Executive Officer desires to resolve the insurance claim replacement value and needs authority from the Port Commission.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Commissioners of the Port of Kennewick hereby authorizes the Port's Chief Executive Officer to proceed with all necessary procedures to resolve the insurance claim related to the collapse of the Port building located at 211 East Columbia Drive.

**ADOPTED** by the Board of Commissioners of Port of Kennewick this 25th day of July 2017.

**PORT OF KENNEWICK  
BOARD OF COMMISSIONERS**

By:

  
SKIP NOVAKOVICH, *President*

By:

  
THOMAS MOAK, *Vice President*

By:

  
DON BARNES, *Secretary*