



# REGULAR COMMISSION MEETING

PORT OF KENNEWICK

JUNE 11, 2013 MINUTES

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## CALL TO ORDER

Commission President Skip Novakovich called the Commission meeting to order at 2:00 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  
Don Barnes, Vice-President  
Gene Wagner, Secretary

**Staff Members:** Tim Arntzen, Executive Director  
Tana Bader Inglima, Director of Governmental Relations & Marketing  
Tammy Fine, Director of Finance/Auditor  
Amber Hanchette, Director of Real Estate & Operations  
Larry Peterson, Director of Planning & Development  
Bridgette Scott, Executive Assistant  
Lucinda Luke, Port Counsel

Mr. Arntzen introduced Amber Hanchette. Ms. Hanchette filled the vacant Director of Operations position. Ms. Hanchette was previously employed by the Tri-Cities Visitor and Convention Bureau, has experience in property management; in addition, she and her husband owned Viper Aircraft.

## PLEDGE OF ALLEGIANCE

Ms. Hanchette led the Pledge of Allegiance.

## PUBLIC COMMENT

Kathy White, 1118 W. 22<sup>nd</sup> Avenue, Kennewick. Ms. White is speaking as a member of the Historical Preservation Committee of the City of Kennewick. Ms. White stated the committee discussed Vista Field and its historical significance at their last meeting and commented that all planes had to land at Vista Field in 1948 when the other two airports were flooded. The committee is very concerned that the community does not get so wrapped up in doing something new and marvelous that history gets left behind. The committee will formally request a position on the Vista Field planning committee after their next meeting. Ms. White stated the whole region and all three airports are an integral part of World War II history, and we need to keep that in mind.

Mr. Arntzen commented Port staff will prepare a draft citizens advisory list for the Board of Commissioners consideration.

No further comments were made.



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## CONSENT AGENDA

The consent agenda consisted of the following:

**A. *Approval of Direct Deposit and Warrants Dated May 31, 2013***

Direct Deposit totaling \$25,161.98 and Expense Fund Voucher Numbers 34422 through 34426 totaling \$10,769.80; for a grand total of \$35,931.78.

**B. *Approval of Warrant Registers Dated June 12, 2013***

Expense Fund Voucher Numbers 34427 through 34462 totaling \$27,746.37.

Construction Fund Voucher Number 3429 through 3430 totaling \$223,094.08.

**MOTION:** *Commissioner Wagner moved approval of the consent agenda; Commissioner Barnes seconded. With no further discussion motion carried unanimously. All in favor 3:0.*

## PRESENTATIONS

**A. *Economic Development FAM tour/Vista Field Alternative Use Inquiry,***

***Gary White, TRIDEC and Junus Khan, Carbitex***

Ms. Bader Inglima stated Mr. Khan is in a business meeting and requested this item be addressed at a future meeting.

**B. *TRIDEC Update, Carl Adrian***

Mr. Adrian shared a PowerPoint presentation providing an update on their mission, 2013 initiatives, business recruitment, marketing strategies and plans, the Mid-Columbia Energy Initiative, the CARE program, federal programs, and the Young Professionals of the Tri-Cities.

Mr. Novakovich shared his appreciation for the partnership and support that TRIDEC provided on the Vista Field issue. Mr. Adrian feels Vista Field will be an important asset to the community in the future.

**C. *Vista Field Redevelopment, Michael Mehaffy***

Mr. Mehaffy shared a PowerPoint presentation reviewing the next steps for an airport closure plan and potential redevelopment plan. Mr. Mehaffy stated the redevelopment of Vista Field is a huge project that will take years to develop and plan in a methodical process. Mr. Mehaffy and DPZ will advise the port of similar situations and the lessons learned. Mr. Mehaffy advised key strategic agreements be initiated with stakeholders to ensure all entities maximize benefits and work together to make Vista Field the best possible result for the region.

Mr. Mehaffy reviewed closure plan steps and other implementation actions, such as:

- A Comp Plan amendment to change the zoning; the application has been sent to the City of Kennewick.
- A Phase I, and possibly Phase II, Environmental Site Assessment.
- Detailed Master Planning process with key stakeholders and partners.
- Review of case studies of redevelopment projects, which may include site visits.
- Develop a summary of tenants, grant obligations, etc. with a description of the Port's obligation financially with regard to each.
- Define costs of tenant relocations (if any), termination of leases (if any), and aviation





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grant reimbursement obligations.

- Develop a closure timeline that takes into account a reasonable time frame for tenants to relocate, timing of when grant obligations expire, redevelopment schedule, and cost to keep the airport open until the closure date.
- Provide a summary of FAA and WSDOT closure reporting and coordination that needs to occur.
- Identify opportunities for sale or donation of airfield improvements (lights, signs, navigation aids, etc.) to be removed for redevelopment.
- Establish a fair and equitable process for the relocation of existing business users and/or mitigation of business impacts, based upon available documentation of those impacts.

Mr. Mehaffy stated a multi-year, multi-phase project of the scale of Vista Field will require participation and close coordination by many public and private entities. DPZ strongly recommends that the Port take time now to establish the framework for the development structure, and the key partnerships that will serve the process. Mr. Mehaffy stated there is an urgent need to assure that further planning and development is coordinated to maximize benefits among stakeholders, including the Port, the City of Kennewick, the Kennewick Irrigation District and other stakeholders. These partners will be major beneficiaries of the project, and their structured and committed participation will be vital. DPZ recommends the following guidelines for development implementation:

- The port needs to foster close working partnerships, while maintaining control over the development of its own properties. The port will have the greatest stake in the quality of development and its ability to build future value for its remaining properties.
- The port needs to maintain active public and stakeholder involvement in the project, while avoiding politicizing the process, or “design by committee.”
- An advisory board is a good first step, but DPZ recommends that this be supplemented with more structured partnerships that will allow frank discussions of mutual opportunities and concerns while minimizing the danger of over-politicizing the development process.
- Models for development should be explored; e.g.: Denver's Stapleton redevelopment, Rialto Airport redevelopment, CityPlace in West Palm Beach, Orenco Station in Hillsboro, and Austin's Mueller redevelopment.

The overriding principle is flexible, incremental development in response to strategic opportunities, goals and market dynamics. Many projects have failed because it did not provide flexibility and responsiveness to changing market dynamics. On the other hand, many projects have disappointed stakeholders with low-quality development, because it did not combine clarity of strategic goals and design principles with market-facing flexibility.

Mr. Mehaffy commented the challenge is to combine high but realistic goals for project quality, with a pragmatic approach to the development process and the steps needed to remain feasible. As one of the DPZ team members stated, we must “think outside the box, but not off the planet.” Mr. Mehaffy suggested the following partial list of stakeholders that are likely to be particularly important development partners, sub-developers and/or stakeholders:



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1. City of Kennewick
2. Kennewick Irrigation District
3. Kennewick Public Facilities District
4. TRIDEC
5. Benton County
6. Kennewick Public Schools District
7. Tribal representatives
8. Private entities: Columbia Center Mall, et al.
9. Stakeholder associations: Chamber of Commerce, Young Professionals, etc.

Mr. Mehaffy stressed that this is only a partial list, and many stakeholders will be critical to the success of Vista Field redevelopment.

DPZ recommends particular care is paid to the challenge of establishing connectivity to and within the Vista Field site. Perhaps no other issue is as important at this early stage, as a key to maximizing the potential of the site to the Port, its taxpayers, and the region as a whole. In essence, all four “sides” of the site need to have as much cross-connection as possible to the urbanizing area around the airport. At the ends of the current runway, which forms the major axis of the site, connections will be needed to Deschutes/Young at the SW (leading to Columbia Center Boulevard), and to Quinault and Kellogg to the NE (leading to Canal). Across the runway, connections need to be established to Grandridge and Rio Grande to the NW, and to Deschutes to the SE. Eventually, a connection is proposed to Clearwater Avenue to the SE. Another diagonal connection is strongly recommended to the NE, leading up to the Columbia Center Mall area. Therefore, we recommend that planning commence now for key street connections across and through the site, including a new street connection from the southeast to the northwest, running across the site, and connecting Grandridge to Deschutes. DPZ recommends that, as a first step, negotiations be conducted with the other agencies and stakeholders in the area, to secure conceptual agreement on the broad connectivity goals, and agreement for a “time out” to allow an orderly planning process that will maximize the benefits to all area stakeholders. The City of Kennewick will be the most important partner in this process, but important roles will also be played by Kennewick Public Facilities District and Kennewick Irrigation District, among others.

Mr. Novakovich stated due to the scope of the project that the Commission will allow questions from the public.

Mr. Barnes agreed that the port needs to develop close working partnerships while maintaining control of the development of the property. He feels this is a very important step, and that it will not be an autonomous process. The port will go forward in an orderly process with our jurisdictional partners. Mr. Barnes stated this is a once in a lifetime opportunity and needs to be done properly.

Mr. Wagner commented that this is a long process, and it has become more focused due to DPZ. He feels it is the port’s intention to continue moving in the same direction and he supports the





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process.

Mr. Novakovich agreed that this is a large economic development opportunity for the whole region. He commended Mr. Mehaffy for recognizing it is crucial include adjacent stakeholders and partners and to listen to the public to make it successful. He feels lessons learned are extremely valuable, and gives the Commission focus on how to proceed.

Ed Frost, 609 W. Albany, Kennewick. Mr. Frost encouraged the port to involve Ben Franklin Transit early in the process. You want them to provide the kind of service that will make this an exciting and different part of our community; and incorporate what they need to make it work.

Jim Wade, 1813 S. Rainier Place, Kennewick. Mr. Wade inquired where the money will come from for developing the property and what the total cost will be. Mr. Mehaffy explained DPZ highly recommends the development is "pay as you go". In DPZ's view, the port should not take on debt in order to finance the project. It needs to be phased in increments and pay as you go. The private developers will come along and buy the property to fund future development. It is a very solid business model.

Mr. Novakovich stated the pay as you go method was considered very heavily by the Commission. The fact that the port could redevelop the area without raising taxes is a significant reason they selected this alternative; whereas the other two alternatives would raise taxes.

Mike White, 1118 W. 22<sup>nd</sup> Avenue, Kennewick. Mr. White strongly suggested DPZ look at the lack of development at Meigs Field, Chicago and Blaine Municipal Airport in Washington State.

Tom Moak, 418 W. Kennewick Avenue, Kennewick. Mr. Moak stated as the port moves forward, he feels it is important that Port Commissioners and city residents have an opportunity to work together. His concern with the Charrette process was that the Commission deliberately kept themselves away from the process. Although he understands the reasoning, he also knows from the public's standpoint, that they were asking "Where is the Port Commission?" "Where is the City?" He feels it is important that these people be together to see and hear the same things at the same time, so in the future, you can move forward together as a unified group. He would like to see opportunities like Orenco Station, and be able to survey the community to rank amenities. He feels most people are visual people, and pictures would help identify possibilities. He feels it would be good for everyone to be at the table together to see and hear as a group instead of separately. As we look at the synergies the people, the public should be included in the decision process.

Vic Epperly, 8930 W. Canyon Place, Kennewick. Mr. Epperly commended the Commission for looking at plans. Mr. Epperly reviewed the closure plan and development plan. He stated the closure plan needed not only the general schedule, but all the elements that make up the schedule; such as mitigating environmental hazards. With regard to redevelopment, he suggested a planned unit development permit. This not only provides a contractual relationship with the Port, but also the City of Kennewick with overall development of the land. If KID is included in the partnership, that provides a bigger master plan for the overall area. It is a long





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process and he would like to see a goal as far as a big red “X” on the runway and mitigation of the hazards as far as closure of the airport. He would like to be involved in the redevelopment process too.

Kathy White, 1118 22<sup>nd</sup> Avenue, Kennewick. Ms. White stated one of the elements discussed during the Charrette process is the emergency value of Vista Field. If Vista Field is no longer to be an airport, it was suggested that a helicopter pad be included for emergencies and/or cherry farmers. She suggested hospitals be included as a development partner.

Danette Layne, 2329 W. 15<sup>th</sup>, Kennewick. Ms. Layne is excited about this opportunity. As a candidate and a resident of the district, she is excited to see what the future and vision will be and how compelling it is so that we can get everyone on-board and the sooner the better. Ms. Layne commented that Carl Adrian’s presentation discussed branding of the Tri-Cities. She feels the branding would be best to put on hold and see if TRIDEC will be a part of the conversation as well. With regard to lessons learned, she commented that lack of private and public funding was identified as a fault in the Vista Field Airport Master Plan; and stated private funding is also included in the new redevelopment. She inquired why it did not work last time and that maybe there were missed opportunities. She suggested the Commission evaluate why it did not work before, and how it can be improved.

Mr. Mehaffy agreed with Mr. Moak’s comment that it is best to get everyone together in the planning process. However, there is a fundamental difference between the EIS Process, which was entirely proper that the Commission was not involved with; and the collaborative planning process that should include stakeholders and partners, with the Port as the leader in the process.

Mr. Arntzen stated although the port could be viewed as having the biggest interest in the property, he is not sure that would be financially true. Once the financial numbers are run for the taxes that would be collected by each jurisdiction, the port would be way down the list. One way of measuring the fairness might be to ask some of the jurisdictions at the top of the list that will make most of the annual revenue, which could be in excess of \$1 million to \$2 million per year. Some of those folks may feel obligated to help with the project. When you get to the end of the project, the financial return for the port is not a balance sheet approach. When reviewing the amount of money that will return to the port, it is not much compared to other jurisdictions. Mr. Arntzen emphasized that partnerships need to be in place before the project is undertaken, otherwise the port should wait until they are in place. He stated that the port is concerned of what the impact will be to the community when the 112 acres are developed. The port is in a unique position to make sure the timing of these projects is considered. He feels if done properly there could be a great connection between downtown and Vista Field, as well as other areas. Mr. Arntzen stated the redevelopment is a huge opportunity, as well a huge obligation, as the port has a very small staff. Mr. Arntzen stated this is a challenge for the port and inquired how does the port get big enough to take this on? He explained that partnerships will be a tremendous component of the redevelopment.

Mr. Mehaffy stated the Commissioners are asking the right questions...Who are our partners? What role are they going to play? How are they going to help do the heavy lifting – financially



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and otherwise? Because they will be the beneficiaries economically, in some ways more than the port. What is the strategic opportunity that will benefit the whole region?

Mr. Peterson stated Vista Field is a unique piece of property. To find 112 acres in the heart of a fast growing community, adjacent to the regional public facilities district, hotels, regional shopping, *and* under single ownership, without environmental encumbrances such as steep slope and wetlands, does not exist in Eastern Washington, or the northwestern states. The community has a unique development opportunity to create a center for our community, a place with life. It is worth doing right.

The Commission requested Mr. Arntzen move forward with some closure ideas at a future meeting.

## NEW BUSINESS

### *A. Approval to Sell and Convey Surplus Property; Resolution 2013-14*

**MOTION:** *Commissioner Barnes moved approval of Resolution 2013-14 authorizing the Port Executive Director to surplus Port property no long needed for Port purposes and to sell the working assets at fair market value and allow a \$450 monthly allowance for the use of a personal vehicle for the Facilities Manager; Commissioner Wagner seconded. With no further discussion motion carried unanimously. All in favor 3:0.*

### *B. Approval of the Joint Economic Development Committee with the City of West Richland; Resolution 2013-15*

**MOTION:** *Commissioner Barnes moved approval of Resolution 2013-15 establishing the West Richland Economic Development Committee through the end of this year; Commissioner Wagner seconded. With no further discussion motion carried unanimously. All in favor 3:0.*

## REPORTS, COMMENTS AND DISCUSSION ITEMS

### *A. Letter to Commission Candidates*

Mr. Arntzen stated a letter was sent to all candidates running for a port commission seat, including the two incumbents. The letter was very brief and offered an opportunity to visit with the Executive Director; a couple of candidates accepted the offer. Mr. Arntzen explained the opportunity is extended equally to all candidates.

### *B. Clover Island Boat Ramp Grant Update; Misc. Art Objects*

Ms. Bader Inglima is very hopeful that the Port will receive a grant from the Washington State Recreation and Conservation Office (RCO) through their Boating Facilities Program. A grant request was submitted to add catch basin stop pavement surface runoff from reaching the marina waters, a paved parking lot; landscaping improvements, including adding a picnic area; and a new restroom would be constructed to serve boaters. These improvements would be made at Clover Island boat launch. The port would fund 60% and RCO 40% of the cost, which is estimated at \$595,000. This project ranked second out of the 21 projects submitted. Ms. Bader Inglima is very confident our project will be approved should the state fund the Boating Program





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this year. If the grant is received, the port will also install the artwork of the two eagles, which was purchased last year, another artwork, and a marina anchor; keeping costs down and saving some of the incremental costs associated with locating, lighting, and placing each item separately.

Mr. Arntzen shared that he spoke with the engineer that designed the Clover Island Marina while attending the WPPA Spring Conference about the marina gates. The gates have been an issue for a year or two, and it may be a good time to repair them. The bid process would need to be utilized to revamp the gates and this would be a separate project from the grant projects, should the Commission wish to proceed.

Mr. Arntzen invited Brent Gerry, a marina tenant, to share some thoughts about the marina. Mr. Gerry shared his concern for safety and security at the marina; specifically including the security gates, installing a large "No Wake" sign, and better signage. He feels the marina rules and regulations should be enforced and suggested the port's attorney review the tenant contract and include the tenant's responsibility for the conduct of their guests, clear docks and other safety issues.

## ***C. Vista Field: Preservation of Historic Objects***

Barb Carter contacted Mr. Arntzen regarding the preservation of the historical objects in the Vista Field Environmental Impact Statement (EIS). Mr. Arntzen requested direction from the Commission with regard to the historical objects. Mr. Barnes feels the port should pursue preserving meaningful, historic objects that would help remind the community of the important role the airport played during the WWII effort and beyond. Mr. Novakovich suggested the objects be placed in a museum, or in an area that could preserve the history of Vista Field. He commented there is part of a deck of an aircraft carrier that was used as a runway. Mr. Novakovich feels it is critical to preserve the history and would be a great testimony to what Vista Field has done in this community. Mr. Mehaffy suggested DPZ will identify and include the historical elements in their closure report for future consideration. Mr. Peterson commented during the EIS process, the port received a letter from the State Historic Preservation Office which indicated they could not rule out or identify a historic site, but they did point out that the vacated, crosswind runway may have potential historic significance. Mr. Peterson is not sure if the decking is in its original place, or if it has been moved over the years. Mr. Mehaffy stated before anything commences, that an archeologist would typically investigate the site for native resources. Mr. Mehaffy indicated he previously met with Chairman Minthorn who does not believe native resources are located there.

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

Commissioners reported on their respective committee meetings and presentations.

## ***E. Non-Scheduled Items***

1. Ms. Bader Inglima stated the port's website was updated in 2008. As the port approaches its 100<sup>th</sup> anniversary in 2015, she feels it would be beneficial to add past and current projects and provide a little more detail and information, including fact sheets and marketing materials. This may also provide an opportunity to communicate better with our constituents.





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2. Ice Harbor Brewing Company started serving breakfast on the weekend. Ice Harbor Brewing Company was also recently named the #1 Microbrewery in Tri-City Herald's People's Choice Awards for 2013; and "Employer of the Year" by Columbia Industries.
3. Professor Gary Black will be in town June 12-13, 2013 to meet separately with City of West Richland and City of Kennewick regarding wine effluent. Both cities have independently hired Professor Black.
4. Mr. Peterson stated on June 4, 2013, the Kennewick City Council agreed to include the port's request to amend the Comprehensive Plan on their docket. The proposal will be sent to the State for a 60-day review period and the public hearings will be held by the Planning Commission in August; with hopefully recommendations made to the City Council, for the Council's consideration in the month of September related to the amendment of the land use in the Comprehensive Plan. The land use designation would change from Public Facilities to Commercial.

## PUBLIC COMMENTS

John Givens, 6116 W. 8<sup>th</sup> Avenue, Kennewick. Mr. Givens stated he has learned many ways over the years how to measure return on investment (ROI) projects. The first way is the income statement method; when you get more back than what is invested. The second is the public benefit method. The ideal situation is high public benefit and high return on balance sheet. The less than ideal situation is low public benefit and low return on the balance sheet. The marina project is a great example of a high return project: buy the marina, fix it up, use it for public benefit and return over \$200,000 per year to the port's bottom line. Spaulding Business Park is another great example. How many jobs were created? What was the initial investment? What was the return? What is the public benefit? How much was put on the tax rolls? This was a great opportunity! The Southridge project is another good example. Mr. Givens feels the port is doing a great job. When it comes to keeping your eye on the ball; take a look at the fact that at some point the goal is to cover operating income from operating expenses. When you review how the public will benefit and what investment is needed, if we can get the investment back, it is a win-win situation.

Tom Moak, 418 W. Kennewick Avenue, Kennewick. Mr. Moak inquired if the port is interested in collecting historical artifacts that may have been at Vista Field to use as an exhibit or archive; for example, personal or aerial photographs? Are you trying to collect anything that relates to Vista Field? These are all separate questions that should be addressed at some point. Mr. Peterson mentioned tying together with Bergstrom's project at the airport. Mr. Moak stated the 75<sup>th</sup> anniversary of the Pasco airport is very soon. It may be good to work with the Port of Pasco, as they may do something to as it is an important part of history and the Tri-Cities community; even before Hanford started. There is time to determine what the scope will be and what should be done with the historical aspect of Vista Field. It is something to start considering. In addition, the port should consider handling the historical element on its own, or partnering with the local museum or a depository.

No further public comments were made.

Mr. Novakovich anticipates the Executive Session to last approximately 45 minutes for Potential Litigation, per RCW 42.30.110(1)(i); with no action anticipated. Mr. Novakovich asked the public to



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notify Port staff if they will return after the executive session.

Mr. Novakovich recessed the meeting at 4:07 p.m., for approximately 10 minutes. Mr. Barnes stated he will recuse himself from the Executive Session due to a potential conflict of interest.

Mr. Novakovich reconvened the meeting into Executive Session at 4:24 p.m.

## EXECUTIVE SESSION

### *A. Potential Litigation, per RCW 42.30.110(1)(i)*

The regular meeting reconvened at 5:04 p.m. with no action taken.

## ADJOURNMENT

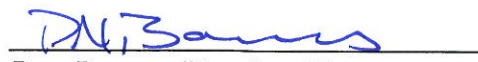
With no further business to bring before the Board; the meeting was adjourned at 5:05 p.m.

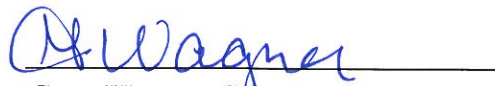
### **APPROVED:**

PORT of KENNEWICK

BOARD of COMMISSIONERS

  
Skip Novakovich, President

  
Don Barnes, Vice President

  
Gene Wagner, Secretary



**PORT OF KENNEWICK**

**RESOLUTION 2013-14**

***A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE  
PORT OF KENNEWICK AUTHORIZING THE PORT EXECUTIVE DIRECTOR  
TO SELL AND CONVEY SURPLUS PROPERTY***

**WHEREAS**, the Board of Commissioners of the Port of Kennewick met this 28th day of May, 2013, a quorum of the Commissioners being present; and

**WHEREAS**, RCW 53.08.090 provides that the Port Commissioners may authorize the Port Executive Director to sell and convey property; the Port's asset number 497 for the 1999 Jeep Cherokee has an asset book value of \$0.00; the purchase cost in 1999 was \$19,505.34; and Port asset number 665 for the 2002 Pontiac Montana has an asset book value of \$0.00; the purchase cost in 2001 was \$27,853.68;

**WHEREAS**, Port asset number 99 for a HP printer has an asset book value of \$0.00 as it is broken; the purchase cost in 2009 was \$128.01; and

**WHEREAS**, the vehicles and the printer are deemed property no longer needed for Port District purposes; and

**WHEREAS**, the Port Commission deems a more cost effective approach is to surplus these assets due to the age, ongoing maintenance and repairs, detail tracking and auditing requirements of Port vehicles; and


**WHEREAS**, The Port CFO/Auditor calculated the Port could save around \$4,000 per year in Port vehicle costs due to the cost to use and maintain these assets [This cost savings does not include the time and effort to track and audit vehicle mileage logs or the cost to purchase a new vehicle] and instead allow a \$450.00 net monthly allowance [which was calculated based on actual mileage by the Port CFO/Auditor] to the Facilities Manager instead of replacement of a new Port vehicle or ongoing maintenance and repair of current vehicles.


**NOW, THEREFORE, BE IT RESOLVED** the Port of Kennewick Commissioners authorize the Port Executive Director to surplus Port property no longer needed for Port purposes and to sell the working assets at fair market value and allow a \$450 monthly allowance for the use of a personal vehicle for the Facilities Manager.

**ADOPTED** by the Board of Commissioners of Port of Kennewick this 11th day of June 2013.

**PORT OF KENNEWICK  
BOARD OF COMMISSIONERS**

By:   
SKIP NOVAKOVICH, *President*

By:   
DON BARNES, *Vice President*

By:   
GENE WAGNER, *Secretary*

**PORT OF KENNEWICK RESOLUTION NO. 2013-15**

**CITY OF WEST RICHLAND RESOLUTION NO. 18-13**

**A JOINT RESOLUTION OF THE BOARD OF COMMISSIONERS  
OF THE PORT OF KENNEWICK (Port) AND OF  
THE CITY COUNCIL OF THE CITY OF WEST RICHLAND (City)  
AUTHORIZING ECONOMIC DEVELOPMENT EFFORTS AND  
RE-ESTABLISHING A JOINT DEVELOPMENT COMMITTEE**

**WHEREAS**, the Port and the City have a long-standing partnering relationship resulting in numerous projects which have enhanced the economic vitality of our region; and

**WHEREAS**, on May 9, 2011 the Port and the City conducted a joint public meeting to discuss economic development efforts; and

**WHEREAS**, at the joint public meeting, the elected officials of each jurisdiction pledged to work collaboratively in order to identify, evaluate and implement partnership objectives in a timely and effective manner; and

**WHEREAS**, collaboration will best serve public interest through leveraging the unique resources of each jurisdiction; and

**WHEREAS**, one method of collaboration would be the formation of ad hoc committees to provide guidance and recommendations to each jurisdiction related to partnership objectives; and

**WHEREAS**, the Port of Kennewick approved Resolution 2011-15 and the City of West Richland approved Resolution 14-11 authorizing the formation of the ad hoc committee with said committee expiring annually on the first anniversary hereof, unless extended by each jurisdiction; and

**WHEREAS**, the Port of Kennewick approved Resolution 2012-13 and the City of West Richland approved Resolution 5-12 extending the expiration term of the ad hoc committee to June 1, 2013;

**WHEREAS**, both jurisdictions view this as a priority partnership opportunity and agree to extend the term of the ad hoc committee to December 31, 2013 in order to complete unfinished business.

**NOW, THEREFORE; BE IT HEREBY RESOLVED** that the Board of Commissioners of the Port and the City Council hereby jointly approve this Resolution establishing the West Richland Economic Development Committee (WREDC) on the terms set forth below:



**PORT OF KENNEWICK RESOLUTION NO. 2013-15**  
**CITY OF WEST RICHLAND RESOLUTION NO. 18-13**  
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Section 1. WREDC Members. The following members are hereby appointed to, and shall comprise the WREDC:

Donna Noski, City Mayor  
Brent Gerry, City Councilmember  
Ruth Swain, City Economic Development Director


Skip Novakovich, Port Commissioner  
Tim Arntzen, Port Executive Director  
Larry Peterson, Port Director of Planning and Development

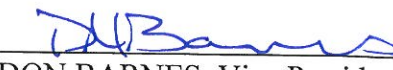
Section 2. Terms. The term of the ad hoc committee shall be extended to December 31, 2013, unless extended by each jurisdiction for any reasonable duration in order to complete unfinished business.


Section 3. Responsibilities. The WREDC is authorized to discuss collaborative development strategies and efforts.

**ADOPTED** by the Board of Commissioners of the Port of Kennewick this 11th day of June, 2013.

**PORT OF KENNEWICK  
BOARD OF COMMISSIONERS**

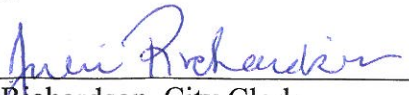
  
\_\_\_\_\_  
SKIP NOVAKOVICH, President

  
\_\_\_\_\_  
DON BARNES, Vice President

  
\_\_\_\_\_  
GENE WAGNER, Secretary


**PASSED BY THE CITY COUNCIL OF THE CITY OF WEST RICHLAND,  
WASHINGTON, this 16<sup>th</sup> day of July, 2013.**

Attest:

  
\_\_\_\_\_  
Julie Richardson, City Clerk

  
\_\_\_\_\_  
DONNA NOSKI, Mayor

Approved as to Form:

  
\_\_\_\_\_  
City Attorney