



# SPECIAL COMMISSION MEETING

PORT OF KENNEWICK

OCTOBER 27, 2015 MINUTES

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## CALL TO ORDER

Commission President Don Barnes called the Special Commission meeting to order at 6:00 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:** Don Barnes, President  
Skip Novakovich, Vice-President  
Thomas Moak, Secretary

**Staff Members:** Tim Arntzen, Executive Director  
Tammy Fine, Director of Finance/Auditor  
Amber Hanchette, Director of Real Estate & Operations  
Larry Peterson, Director of Planning & Development  
Lisa Schumacher, Special Projects Coordinator  
Bridgette Scott, Executive Assistant  
Lucinda Luke, Port Counsel

## PLEDGE OF ALLEGIANCE

Ms. Dawn King led the Pledge of Allegiance.

Mr. Barnes welcomed the public and inquired if there were any adjustments that need to be made to the published Agenda.

## PUBLIC COMMENT

No comments were made.

## CONSENT AGENDA

Consent agenda consisted of the following:

- A. Approval of Direct Deposit and E-Payments Dated October 19, 2015**  
Direct Deposit and E-Payments totaling \$70,158.12
- B. Approval of Warrant Registers Dated October 27, 2015**  
Expense Fund Voucher Numbers 37301 through 37345 for a grand total of \$91,964.89
- C. Approval of Commission Meeting Minutes dated October 13, 2015**

**MOTION:** Commissioner Novakovich moved for approval of the Consent Agenda, as presented; Commissioner Moak seconded. With no discussion, Commissioners voted, all in favor 3:0; motion carried unanimously.



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## NEW BUSINESS

### *A. Bid Results: Village at Island Harbor; Resolution 2015-24*

Mr. Peterson stated the bids for Village at Island Harbor Phase I, which included the addition of landscaping, a boardwalk and other amenities, were received on October 15, 2015. The engineer's estimate for the project was \$795,000, however, the four bids received, which were in compliance, far exceeded the estimate by approximately 25%. Apollo Inc. was deemed the low responsive bid, at \$1,083,000.00, excluding sales tax. Mr. Peterson presented Resolution 2015-24 for consideration, rejecting all bids received for Village at Island Harbor Phase I, and directing the Chief Executive Officer (CEO) to coordinate revision of the project, to reduce the estimated construction cost, while still retaining crucial core elements of the project.

Mr. Barnes verified the 2015-2016 Work Plan initially allocated \$650,000 for the Village at Island Harbor.

Mr. Peterson confirmed the initial budget for Village at Island Harbor was \$650,000; however, after architect Chris Herath presented the renderings, it was the Commission's desire to see additional elements included.

Mr. Barnes inquired if the current Boat Launch/Restroom project came in on budget.

Mr. Peterson stated \$600,000 was allocated for the Boat Launch Project and with design fees and permits, the project is estimated to cost \$730,000 plus sales tax.

## PUBLIC COMMENT

Dave Haight, Apollo Inc., 1133 West Columbia Drive, Kennewick. Mr. Haight stated Apollo Inc. was the lowest responsive bidder for the Village at Island Harbor. Mr. Haight appreciated the opportunity to bid the project and inquired if the Commission and Port would like to award the project to Apollo Inc., and explore value engineering, to revise the project and move forward. Mr. Haight stated there was a considerable amount of time and effort spent on the bid and he would appreciate the opportunity to work in conjunction with Port staff on the revision. Mr. Haight is confident Apollo would be able to get within the Port's budget parameters.

No further comments were made.

Mr. Novakovich inquired of Ms. Luke if the Port was able to award the bid to Apollo and revise the scope after the bid is awarded is an option.

Ms. Luke stated awarding the bid and revising the scope is not an option. The Commission can either accept the bid as submitted or rebid the project.

Mr. Novakovich would like to see the project move forward and supports Resolution 2015-24.





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Mr. Moak understands Mr. Haight's position and respects the amount of time put into the bid, however, the Commission is unable to entertain his request. Mr. Moak supports the Village at Island Harbor project and stated it is a signature project for Clover Island. Mr. Moak inquired if the architect and engineer are able to consider value engineering and scale the project differently, while maintaining the major elements, to create a more affordable project that is consistent with excellence of the Port of Kennewick. Mr. Moak stated Resolution 2015-24 is the appropriate direction to take.

Mr. Novakovich agrees with Mr. Moak's comments and stated he understands Mr. Haight's frustration.

***MOTION: Commissioner Novakovich moved for approval of Resolution 2015-24; Commissioner Moak seconded.***

***Discussion:***

*Mr. Barnes is in favor of moving ahead and revising the Village at Island Harbor Phase I scope. The improvements on Clover Island are high quality and have been well received by the public. Mr. Barnes stated the lighthouse, the completion of the boat launch, and the upcoming 1135 shoreline improvements and additional shoreline enhancements are major projects that will enhance Clover Island. Mr. Barnes is concerned that the Port's two year capital budget is \$7,900,000 and of that, nearly \$6,200,000 is budgeted for Clover Island and Columbia Drive. With several projects in the works, such as the Master Planning process for Vista Field, and the West Richland Racetrack, Mr. Barnes emphasized there will be additional expenditures for upcoming projects. Mr. Barnes stated the Commission has made a commitment to Clover Island and would like to see the project move forward.*

*Mr. Moak agrees with Mr. Barnes comments and would like to move ahead with the Village at Island Harbor and make it fit within the budget.*

***With no further discussion, Commissioners voted, all in favor 3:0; motion carried unanimously.***

## PRESENTATIONS

### ***A. 2015-2016 Work Plan Review***

Mr. Peterson gave a brief overview of the 2015-2016 Work Plan and the status of each project.

- Village at Island Harbor: original budget of \$650,000 was insufficient for project as designed and bid. Resolution 2015-24 passed by the Commission revises the project;
- Columbia Gardens Wine Village: work plan effectively revised by July 2015 Interlocal Agreement Amendment funds allocated for \$350,000 Effluent treatment building shell, now available for Quiet Street or other Columbia Drive infrastructure work;
- Vista Field: Building demolition postponed to investigate reuse per lean philosophy;
- Oak Street: Ag Engineering remodel in design with project bid in Spring of 2016 and buildings of A, B, C, are fully occupied;
- Spaulding Business Park: two medical offices with 40,000 square feet are currently under construction; and currently marketing last parcel;



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- West Richland Racetrack Site: currently addressing entitlement issues as identified at the July 22, 2014 Commission Meeting;
- Southridge: sale of Southridge parcel (8.5 acres) for Vista Field financing plan, as approved by Resolution 2015-22;
- Finley: 150 + acres sold per 2015-2016 Work Plan;
- Plymouth: 94 acres sold per 2015-2016 Work Plan.

Mr. Peterson stated the Port is only ten months into the two-year work plan and multiple projects are on track or underway.

Mr. Arntzen appreciates the process and thanked Mr. Peterson for the update.

Mr. Barnes called for public comment on the 2015-2016 Work Plan.

## PUBLIC COMMENT

No comments were made.

Mr. Novakovich stated staff has done an amazing job, and often times, projects move at a slow place, but there is a tremendous amount of work to be done, particularly with Vista Field and West Richland. The Port has been working on Clover Island for ten years, and it takes time to do it right and complete the vision. Mr. Novakovich congratulated staff for a job well done and stated to have many projects under way, or completed, in a ten month period is something to be proud of.

Mr. Moak inquired on the status of the Spaulding street light installation.

Mr. Peterson stated the City of Richland's standard light that they will maintain is a standard cobra head, which is not very decorative. Mr. Peterson deferred to Ms. Hanchette for further details.

Ms. Hanchette stated staff continues to look for a fixture that is decorative but easy to maintain. Due to the fact that the City of Richland will only maintain the standard cobra head and does not provide a decorative lighting option, the Port will continue to maintain the Spaulding lights. Ms. Hanchette has been looking for an energy efficient light with little maintenance and has reached out to the Reach Museum architect about their lighting, in an effort to be consistent in the area. The money allocated for the lighting installation will be utilized to change out the current lights, but the Port will continue to maintain the lights.

Mr. Moak inquired if the old Port office will be demolished as part of the 1135 project with the U.S. Army Corps of Engineers.

Mr. Peterson stated at the August 25, 2015 Commission Meeting, the Commission allocated \$150,000 for the foundation work for the NW Overlook Pier and demolition of the old Port office building, in conjunction with the design work for the 1135 project. Mr. Peterson anticipates the office building will be demolished in the next six months.





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Mr. Moak stated staff has made a lot of progress on the 2015-2016 Work Plan in only ten months. Mr. Moak appreciates the work of staff and stated the importance of having a good work plan in place, to refer back to.

Mr. Arntzen stated he is working with staff and the engineer to get specifications for the NW Overlook Pier foundation and will update the Commission once he has details and estimated costs.

Mr. Barnes agrees with the Commission and stated staff has done excellent work. The Port has many ambitious projects in different phases, each requiring time and Mr. Barnes looks forward to seeing more projects completed.

## ***B. Comprehensive Scheme Update***

Mr. Peterson stated the Comprehensive Scheme of Development of Harbor Improvements is the document which describes what projects the Port is undertaking over a period of five to ten years. In 1955, the Comprehensive Scheme addressed barges and boat terminal activities, and it wasn't until 2011 that the Comprehensive Scheme was updated. The Commission narrowed the focus of holdings and in 2011, began transferring many business lines to the private sector. The Commission contracted Mr. Ben Floyd, of Anchor QEA, to guide the Port through the process and Mr. Floyd has been working with staff, the Commission, and the public to gain a better understanding of what projects the Port should undertake. Mr. Peterson introduced Mr. Floyd.

Mr. Floyd thanked the Commission and stated the workshops served several purposes:

- Consider public and development partner input for the update;
- Provide opportunity for additional public comment;
- Provide opportunity for Port Commission to provide further direction to the update process.

In conjunction with work on the Comprehensive Scheme, Anchor QEA also compiled the history for the Port and produced the *History Highlights of the Port of Kennewick* for the 100<sup>th</sup> Anniversary.

Mr. Floyd reviewed the current Port properties and asked the Commission to consider either carrying the properties or look at a timing and sequence of divesting properties.

Recently, the focus for the Port has been redevelopment:

- Reconnect community areas to waters, where possible;
- Concentrate investment in developed area;
- Complement existing public and private investments;
- Encourage economic sustainability.

Mr. Floyd, along with Mr. Peterson and Mr. Moak, put on a series of public meetings throughout the Port jurisdiction to gain a better understanding on what the constituents would like to see from the Port. Furthermore, Mr. Floyd, Mr. Peterson and Mr. Moak met with jurisdictional partners to explore anticipated Port plans for each property.



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Mr. Floyd indicated the general feedback from the public and partner meetings were:

- Take the time to do it right versus, “ready, fire, aim”;
- Account for return to communities in cost/benefit analysis methods;
- Consider relationship of Port actions to other Ports and regional benefits;
- Consider demographic trends; those in younger demographics not staying in the area;
- Seems like a “great mix” of projects and properties;
- Industrial areas provide assets (that can be important);
- Preserve railroad right of way for future rail purposes;
- Port should weigh in on proposed changes in Benton County land use and zoning that could limit urban sprawl.

Mr. Moak stated the public did seem satisfied with the direction the Port was taking with its properties. Those that showed up for the meetings were very engaged and wanted to see the big projects through.

Mr. Floyd stated the following public comments were received regarding Clover Island and Columbia Drive:

- When will there be improvements made at Clover Island Inn;
- What will happen to the old Port office;
- Any plans to breach the causeway;
- Provide for adequate parking;
- Continue to make improvements around Duffy’s Pond.

Mr. Moak stated there were several comments regarding the façade of Clover Island Inn, as compared to Richland’s riverfront hotels. Clover Island Inn has not been updated and that reflects on Clover Island.

Mr. Floyd stated additional comments regarding Port initiatives in Kennewick for Vista Field, Southridge and Oak Street are as follows:

- Work to establish a “cornerstone” performing arts facility at Vista Field;
- Vision for Vista Field should look out 50 to 60 years;
- Consider short term uses of Vista Field, like parking or outdoor storage or even a concert venue;
- Pursue Memorandum of Understanding with the City of Kennewick and the Kennewick Public Facility District;
- Need an anchor business or catalyst facility to get Vista Field redevelopment going, and soon;
- Consider a land trade in Southridge area with Trios Hospital for Locust Grove area.

Mr. Floyd stated the following public comments were received regarding Port development in Richland:

- Focus on Island View area;





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- Take advantage of educated work force;
- Collaborate with private sector.

Mr. Floyd indicated the City of Richland would like the Port to consider the following projects in Richland:

- Focus on Island View area;
- Coordinate with City on planned infrastructure improvements (Columbia Park Trail improvements and storm water facilities);
- Consider purchasing property south of the Reach Center;
- Opportunity for mixed use area (multi-family and mixed use, restaurant district);
- Establish a Memorandum of Understanding with the City of Richland for a strategic development plan.

Mr. Moak stated there was discussion regarding non-motorized traffic from the Reach Center to Kennewick, and getting over the highway. There are several big decisions the City needs to address in order for the Port to figure out what role to play. There were several great ideas, but each posed multiple challenges.

Mr. Arntzen stated the Port purchased 30 acres in Spaulding Business Park fifteen years ago, and we have yet to reach full build out. Mr. Arntzen stated redevelopment projects take a long time, and if the Commission chooses to buy into a new area, it will be likely other Commissioners and staff who will see the final build out.

Mr. Novakovich asked if there was a common theme regarding waterfront development.

Mr. Floyd stated generally there was support for ongoing waterfront development. The City of Richland identified Island View as their priority and wants to build on the success of Spaulding Business Park.

Mr. Floyd reported the City of West Richland would like the Port to consider the following projects in West Richland:

- Continue with Tri-City Raceway and Red Mountain Center Master Planning, including transportation improvements, identifying parcels, and zoning and development standards updates;
- Consider potential Port partnership with Economic Development Administration (EDA) on items such as transportation improvements and water and sewer extensions;
- Developing design standards for Belmont Road property.

Mr. Peterson gave a brief description of several Port properties in West Richland:

- Port acquired eleven acres in West Richland of frontage of highway 224;
- Port swapped eleven acres for fifteen acres of land in 2005;
- Port currently provides a land lease to Pacific Rim Winery;



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- Port has two, one acre parcels of land on Keene Road ready for development;
- Private sector has invested in property surrounding Port parcels on Keene Road.

Mr. Arntzen stated the Port has readied the West Richland property on Keene Road for development and it may be better to continue to foster the development on Keene Road at this time, rather than focus solely on the Racetrack property.

Mr. Peterson stated the efforts from the Port have led to the enhancement of the property values.

Mr. Floyd stated the Port of Pasco would like avoid duplication and look at ways to increase access and connect East Kennewick and East Pasco and plan for a mixed use development around the Cable Bridge.

Mr. Floyd stated Benton County discussed a potential opportunity to partner on a Recreation Conservation Office (RCO) Grant for the addition of a boardwalk with a viewing platform at Two Rivers Park in Finely. Benton County would like more opportunities to discuss partnership to leverage and secure additional resources outside the area.

Benton City would like the Port to consider helping with infrastructure improvements on I82 site.

Mr. Floyd met with each Port Commissioner to get individual perspectives on the future of the Port, and stated a common goal was to continue to maintain transparency. Additionally, redevelopment opportunities are an important focus, and looking for opportunities to “turn around neighborhoods.” Furthermore, continuing to promote current properties and business lines, and maintaining the marina. Mr. Floyd stated there was some discussion on whether the Oak Street property is better served by the private sector.

Mr. Floyd stated the 2015-2016 Work Plan is in place, but now is the time to look ahead at 2017 and beyond. The Comprehensive Scheme will narrow the focus and set priorities; however, this all begins with a financial plan, and on average, the Port has \$2,000,000 per year to spend on projects. Mr. Floyd explained priorities and timing will need to be determined for projects such as:

- Vista Field Redevelopment;
- Columbia Drive;
- West Richland Raceway Property;
- Clover Island; and
- Reinvestment in Richland (at Island View).

Furthermore, what criteria should be used to decide the priorities and timing of each project and what should the balance between revenues from operations versus property sales or lease be.

Mr. Floyd stated the document is updated with the Commission’s current priorities and focus and are ready to move into the ten year period, centering on sequence and timing. The next step is to focus on answering the following questions:





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- How many projects does the Commission want to undertake?
- What is the timeframe for each project?
- What resources does the Commission want to invest?
- What method of financing will be utilized?

Mr. Floyd stated the Comprehensive Scheme is a road map for the Port, however, the Commission can adjust the projects when developing a Work Plan.

Mr. Barnes opened up for a Public Comment period.

## PUBLIC COMMENT

Ed Frost, 609 West Albany Avenue, Kennewick. Mr. Frost reinforced to the Port Commission that the financing plan for Vista Field, Phase I, should be included in the Comprehensive Scheme. Mr. Frost believes if the development sits, momentum from the community will disappear. Mr. Frost stated the Commission approved a financing plan for Vista Field on October 13, 2015, and believes the initial investment will attract private sector. Mr. Frost declared Vista Field should be a high priority and hopes the Commission will follow through with the plan.

Mr. Novakovich stated there is a lot to information to consider and likes the idea of looking into the future. Mr. Novakovich explained that even though the Commission adopts a Comprehensive Scheme or Work Plan, there is a need to maintain flexibility. Mr. Novakovich inquired if “the desire” to maintain flexibility should be included in the Comprehensive Scheme in an effort to take advantage of opportunities that may arise in the future.

Mr. Moak concurred with Mr. Novakovich and stated flexibility is an important aspect for the Commission. Mr. Moak inquired if the Port should undertake any projects prior to the Red Mountain Interchange opening, or take a wait and see approach. Many things are happening on Red Mountain and there are several factors to consider, such as the Irrigation District issues and not competing with the private sector. Mr. Moak stated it is important for the Port to try and understand the focus of various entities and be forward thinking when determining future Port projects. Furthermore, it is important to look at external events that may affect Port projects and continue to maintain flexibility. The Port has many significant projects to undertake and with \$2,000,000 a year for capital projects, it is important to figure out the financial scheme and what options are available. Mr. Moak believes the Port should consider the cost of maintaining buildings over the next ten years, not just the next two years. Mr. Moak stated the importance of looking at Port processes and finding unique and innovative ways to change and maximize our strategic effort. He feels Mr. Frost is correct in his statement that the Port needs to move forward on Phase I of Vista Field, but also feels the Commission needs to address additional phases. Port strategy will involve creativity, and Mr. Moak believes Mr. Arntzen is excellent at coming up with “out of the box” scenarios to make things happen. Mr. Moak stated it will take time and creativity to address the questions posed by Mr. Floyd while factoring in our jurisdictional partners’ requests.



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Mr. Arntzen believes it is important to have something for each jurisdictional partner, no matter how small they are; however, the question for the Commission is, does the Port want to undertake several projects, or focus on the redevelopment of Vista Field. Mr. Arntzen stated, in regards to the City of Richland, there is a genuine appreciation on the part of Richland of the Port's major investment at Spaulding Business Park, which brought jobs to the area and property on the tax role. From previous conversations with city staff, there is not an expectation of another project at this time, but a desire to come up with a joint vision and a workable strategy. Mr. Arntzen stated, the Port has played a catalyst role in bringing major investors to the community, such as Pacific Rim Winery and developing the Southridge area. Mr. Arntzen was pleased to hear that the timing of the racetrack development should depend on the timing of the I82 interchange. Mr. Arntzen believes there are ways to do something with each jurisdictional partner if the timing of the projects are staggered.

Mr. Barnes agrees that the Port should maintain flexibility in the Comprehensive Scheme, to be able to take advantage of opportunities and react to changes on the outside. Mr. Barnes is very pleased to see the progress year to date, and how the Port is narrowing the operating gap. It is reassuring the Port has land resources that will eventually make its way to the private sector for development, which will replenish the Port coffers for additional projects. Mr. Barnes stated with the future land sales, he is optimistic in the Port's ability to fund these projects going forward. Mr. Barnes, in regards to Mr. Frost's statement, stated it is important for the Port to honor our commitments within our resources, whether on Columbia Drive, Clover Island, or Vista Field. It is essential that the Port continues to be a dependable partner by honoring our commitments. Mr. Barnes also agreed with Mr. Arntzen's comments about working with each jurisdictional partner, and stated the Port has continued to make investments in each jurisdiction.

Mr. Moak stated it is important to look at areas geographically and whether the investment is important to the community, not just the surrounding city.

Mr. Novakovich stated the Commission passed Resolution 2014-31, which states "*Evaluate economic development opportunities based on results to be derived district-wide versus project-specific or jurisdiction-specific results,*" as part of the Port philosophy. Furthermore, Mr. Novakovich believes the Port of Kennewick's Budget, Financial, and Operational Philosophy will assist the Commission in answering Mr. Floyd's questions.

Mr. Arntzen stated in regards to potentially selling the Port's Oak Street properties, it is important to have investments which provide cash flow to support the non, return on investment (ROI) projects, that the Port undertakes. Mr. Arntzen stated the earned income from investments, which augments the property tax revenue received, helps provide exciting projects. Mr. Arntzen asked for further Commission discussion regarding Oak Street.

Mr. Moak inquired what the projected income of Oak Street will be for the next ten years and what will it cost to maintain the site; or if it is something that should be in the hands of the private sector.





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Mr. Barnes believes it is a healthy exercise for the Port to look at all the properties in the portfolio and discuss whether we should buy/sell/hold and what value and ROI is provided.

Ms. Fine stated in 2011, the accounting department started researching the ROI of properties and how each property operates, and in 2013, the Port implemented the cost allocation methodology. A finance presentation was scheduled to address the numbers, the capital costs and ongoing operation and maintenance; however, the State Auditors preformed their audit a year early and the presentation was postponed. Ms. Fine has a trend analysis which considers economic impact, capital cost, performance of properties, and job creation. Ms. Fine will continue to work with Mr. Floyd on the financing portion of the Comprehensive Scheme.

Mr. Barnes asked what the next step for the Comprehensive Scheme.

Mr. Peterson stated Mr. Floyd will start to draft the document and, as a starting point, some assumptions will be taken, based on previous resolutions. Mr. Floyd will include various scenarios including a \$2,000,000 budget, potential land sales, and possible activities occurring in each jurisdiction. Additionally, staff and Mr. Floyd will look at external issues such as the I82 interchange, which cannot be projected, and focus on other projects. The struggle will be working within the \$2,000,000 budget, and shuffling priorities to complete projects.

Mr. Floyd stated the draft will include a few scenarios that cover a ten-year period and then Commission will provide additional feedback based upon the questions posed. From there, we will narrow the direction, make the updates and provide a draft for review. Mr. Floyd estimates completing the financial draft January of 2016.

Mr. Novakovich inquired if the financing plans for Columbia Gardens and Vista Field could be included in the draft Comprehensive Scheme.

Mr. Floyd indicated the financing plans will be included and there will be a capital improvement plan that lays out a financial time line and includes priorities already set by the Commission.

Mr. Moak would like to see the Commission discuss selling property on Clover Island and wondered if it could enhance the opportunity for development. Mr. Moak stated if the Port is going to develop the island, do we wait until we have the available funding or sell land to the private sector to encourage additional development. Mr. Moak is unsure of the right strategy for developing Clover Island, but believes the Commission should address the subject.

Mr. Barnes stated the Port can continue to enter into long term land leases with the private sector, such as Cedars or Clover Island Inn.

## REPORTS, COMMENTS AND DISCUSSION ITEMS

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

Commissioners reported on their respective committee meetings.



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***B. Non Scheduled Items***

No items were presented.

**PUBLIC COMMENT**

No comments were made.

**COMMISSIONER COMMENTS**

No comments were made.

**ADJOURNMENT**

With no further business to bring before the Board; the meeting was adjourned at 8:30 p.m.

***APPROVED:***

**PORT of KENNEWICK**

**BOARD of COMMISSIONERS**

  
\_\_\_\_\_  
*Don Barnes, President*

  
\_\_\_\_\_  
*Skip Novakovich, Vice President*

  
\_\_\_\_\_  
*Thomas Moak, Secretary*



**PORT OF KENNEWICK**

**Resolution No. 2015-24**

***A RESOLUTION OF THE PORT OF KENNEWICK BOARD OF COMMISSIONERS  
REJECTING ALL BIDS RECEIVED ON OCTOBER 15, 2015 FOR THE VILLAGE AT ISLAND  
HARBOR – PHASE #1 CONSTRUCTION PROJECT***

**WHEREAS**, a request for bids for the construction of improvements abutting the south shore of Clover Island, commonly known as the Village at Island Harbor was properly advertised with the approved plans and specifications being made available to prospective bidders; and

**WHEREAS**, five (5) construction bids have been received and staff and the project engineer have certified that four (4) of the bids received are in compliance with the plans and specifications; and

**WHEREAS**, the staff and the project engineer have certified that the low responsive bidder for the project is Apollo Inc. in the amount of \$1,083,000, excluding applicable sales tax; and

**WHEREAS**, the low responsive bid in the amount of \$1,083,000, excluding applicable sales tax exceeds the architect's estimate of \$795,000 by thirty-six percent (36%); and

**WHEREAS**, the low responsive bid in the amount of \$1,083,000, exceeds the funds available for the project by several hundreds of thousands of dollars.


**NOW THEREFORE, BE IT RESOLVED** that the Port of Kennewick Commission does hereby reject all bids received on October 15, 2015 for the Village at Island Harbor-Phase #1.

**BE IT HEREBY FURTHER RESOLVED** that the Port of Kennewick Commission directs the Chief Executive Officer to coordinate revision of the project to reduce the estimated construction cost while still retaining crucial core elements of the project.

**ADOPTED** by the Board of Commissioners of Port of Kennewick on the 27th day of October 2015.

**PORT OF KENNEWICK  
BOARD OF COMMISSIONERS**

By:

  
DON BARNES, *President*

By:

  
SKIP NOVAKOVICH, *Vice President*

By:

  
THOMAS MOAK, *Secretary*