



REGULAR COMMISSION MEETING

PORT OF KENNEWICK

DECEMBER 11, 2012 MINUTES

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
Larry Peterson, Director of Planning
Tammy Fine, Director of Finance/Auditor
Teresa Hancock, Real Estate Specialist and Special Projects Coordinator
Bridgette Scott, Executive Assistant
Lucinda Luke, Port Counsel

PLEDGE OF ALLEGIANCE

Barb Carter led the Pledge of Allegiance.

PUBLIC COMMENTS

Mike White, 1118 W. 22nd Avenue, Kennewick. Mr. White stated the Consent Agenda mentioned the Vista Field Development Building #1; he suggested when the Port references properties, that the address be included.

Mr. Novakovich stated he appreciates the comments Mr. White makes at the Commission Meetings; he asked him if his airplane is at Vista Field. Mr. White stated when he purchased it three and a half years ago, Vista Field was in a cycle of uncertainty, so he decided to locate it in Richland. Now he is established and entrenched there, so he will probably remain. If it was certain the airport would have been open at that time, he would have chosen Vista Field because it is closer to his home.

Mr. Frost, 609 W. Albany Avenue, Kennewick. Mr. Frost congratulated the Commission and staff for obtaining hard data on the use of patterns at Vista Field. He has been asking about it for years and he feels it is wonderful to finally have hard data and not using numbers extrapolated from an engineering formula. This gives us a baseline of present activity and will help clarify the question.

No further comments were made.



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CONSENT AGENDA

Mr. Novakovich commented Consent Agenda items are a number of items taken collectively in one motion to be approved or disapproved.

The consent agenda consisted of the following:

- A. Approval of Direct Deposit and Warrants Dated November 15, 2012**
Direct Deposit totaling \$23,795.79 and Expense Fund Voucher Numbers 33764 through 33767 totaling \$4,215.85; for a grand total of \$28,011.64.
- B. Approval of Warrant Registers Dated November 28, 2012**
Expense Fund Voucher Numbers 33768 through 33820 totaling \$64,701.72.
Construction Fund Voucher Numbers 3358 through 3365 totaling \$102,512.34.
- C. Approval of Direct Deposit and Warrants Dated November 30, 2012**
Direct Deposit totaling \$25,617.89 and Expense Fund Voucher Numbers 33821 through 33825 totaling \$11,793.51; for a grand total of \$37,411.40.
- D. Approval of Warrant Registers Dated December 12, 2012**
Expense Fund Voucher Numbers 33826 through 33857 totaling \$106,005.02.
Construction Fund Voucher Numbers 3366 through 3369 totaling \$50,911.12.
- E. 2013 Commission Organization Representation**
- F. Acceptance of Oak Street Industrial Park LEEP Project Completion by Absolute Power; Resolution 2012-54**
- G. Acceptance of Vista Field Development Building #1 LEEP Project Completion by Absolute Power; Resolution 2012-55**
- H. Acceptance of Vista Field Airport Taxi-lane & Apron Project adjacent PCLI Completion by Big D's Construction; Resolution 2012-56**
- I. Approval to Sell and Convey Surplus Property With Less than \$10,000 Value; Resolution 2012-57**
- J. Approval of 2012 Budget Amendments**

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

PRESENTATIONS

A. 2012 Friend of the Port

The Friend of the Port award is an annual award that recognizes someone who is very special to the Port district; someone who takes the time to give of their talent and resources, to advocate what the Port does and expand upon the vision of the Port. Commissioner Novakovich presented the plaque to Mark Blotz.



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B. Planning, Environmental and Economic Consulting Services for Future of Vista Field Airport Project, Alternatives Technical Report, Michael Mehaffy of Duany Plater-Zyberk and Company (DPZ)

Mr. Peterson introduced Mr. Mehaffy from DPZ. Mr. Mehaffy is the project manager representing Duany Plater-Zyberk and Company, and the consultant team includes Century West Engineering, Parametrix, and ECONorthwest.

Mr. Mehaffy stated the Vista Field Alternatives Study and Environmental Impact Statement is scheduled for completion the first part of January, then there will be a 30-day period of public and agency comment, and then the report will be finalized.

A very intensive public process was used to establish and refine the alternatives that are documented in the study. Over a hundred people have participated in this process so far, giving detailed ideas, critiques and other input, and representing a wide range of interests and opinions. The engagement process began with a public scoping meeting on October 4, 2012, and it culminated in a community design workshop November 7-8, 2012, in a process known as a “charrette.” As part of that process, DPZ gathered comments in person, by email, and through open invitation to the public. DPZ reached out to representatives of key agencies, businesses and other stakeholders, and they conducted detailed interviews. There are strong feelings on either side of the airport enhancement or redevelopment options, but remarkably strong agreement on other issues. Mr. Mehaffy feels that is a very positive sign for the long-term successful resolution of this contentious issue.

Mr. Mehaffy presented the results of the community design charrette at the November 13, 2012 Commission Meeting, in the form of the two alternatives, plus the “no action” alternative that is required by law. In the “Enhancement Alternative,” Vista Field would be kept open and enhanced to the point of reaching a “critical mass for success,” as judged by the stakeholders, and supported by the preliminary analysis of the consultants. In the “Redevelopment Alternative,” Vista Field would see a phased closure and redevelopment into a new walkable mixed-use district. Again, this alternative was developed with stakeholder involvement and supported by the preliminary analysis of the consultants.

The most recent phase of work has been to analyze the alternatives in much more detail, and in relation to the current “baseline” situation, representing the “no action” alternative. DPZ has already concluded that either action alternative would be viable, but in each case, there would be different costs and different tradeoffs. The purpose of the most recent phase of work is to identify the costs and tradeoffs in much more specific detail, so that the Port and its stakeholders can make the ultimate decision.

The ultimate plan certainly can be revised as it goes forward, and in either case DPZ would expect some fine tuning based on changing markets and other factors. But DPZ needs an “apples to apples” comparison now, so they have done their best to reflect in both cases the aspirations of the stakeholders, within the realm of what the consultants say is feasible.

A series of draft technical memoranda will cover a wide range of impacts and other issues of



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concern to the community, and they cover each of the two alternatives, plus the baseline “no action” alternative. Many of these impacts are required to be examined by law, under the Washington State Environmental Policy Act, and they deal with issues such as air and water quality, impact on natural habitat, and other natural environment factors. They also deal with human environment factors such as noise and visual aesthetics. This process is called an “Environmental Impact Statement,” and it is a legal requirement of such a major land use action. Mr. Mehaffy stated unfortunately it is not a simple or inexpensive process – but DPZ has made an effort to ensure that all of the environmental impact analyses also benefit the community in understanding the options, to enable the best possible choice for what will be a major asset for the region.

Other technical memoranda deal with the aviation requirements of the airport, including the options for enhancement, and the requirements for closure. These cover similar topics to the previous master planning research that was done, but in this case it is focused much more specifically on the alternatives identified through the public process.

There will be a section of the report dealing with that process as well, including all the comments received, and the illustrated plans of the two action alternatives. This section will also deal with the community's aspirations in both cases, and attempt to document the intangible and qualitative benefits of both options, which have to do with quality of life, amenities, identity and branding of the community, and all the other things that are not purely a quantitative calculation.

There will also be an economic analysis of both action alternatives, relative to the current baseline, since the community will certainly want to know what the economic tradeoffs are in both cases. This is not strictly demanded by the SEPA and EIS process, but DPZ believes it is important to consider the likely costs and benefits over time – at least, to the degree it is possible to do that over such a long period of time. ECONorthwest is a top-notch firm, certainly one of the most respected in the region if not the nation, so DPZ is taking advantage of their outside expertise to analyze this question, and give as fair as possible a comparison on an “apples to apples” basis.

In each case the alternatives are compared to each other, and to the existing “baseline” situation for the “no action” alternative. DPZ has taken the available information to determine what that baseline is, including the fiscal reports developed with CB Richard Ellis, and the aviation traffic counts provided by Anchor QEA. Those consultants are not part of the DPZ team, but they are looking closely at the information and it is proving very helpful in establishing the current performance baseline.

The two action alternatives will have two categories of analysis. One is the fiscal impacts to the Port – how much it will cost to enhance the airport or to close it; and what will the likely change in operating revenues be in either case. Mr. Mehaffy stated the operating income will be better in either case than the no-action alternative, although the enhancement scenario will require a greater initial investment by the public, to get the airport to a “critical mass” level of performance.



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The second category is the economic impact for the region: how many jobs are created, and how much sales volume is generated. These impacts come from additional tourists coming to the region and increased employment and residential development. In some cases, there may be negative economic impacts – for instance, if a businesses moves away in one alternative but not another.

There are also two ways to look at the impacts: gross impacts vs. net impacts. The gross impact basically reveals the number of local jobs, wages, income, and output in the local economy in a single year that can be traced back to the project. But, the gross impact does not answer the question, “How much impact does a project have on a local economy?” To determine that, the net impact will need to be calculated. The net impact is the difference between how the local economy performs with a project, versus how it would have done without the project. Sounds simple, but calculating it is challenging, and the results are always less than what a gross impact shows.

For example, 1,000 planes arrive at Vista Field in a year, resulting in \$500,000 in visitor spending. There are three other airports in the region, and without Vista Field, clearly some of those flights would still occur, arriving at Pasco, or Richland, or Prosser. So it would not be \$500,000 net, it would be a lesser number.

Net impacts are typically much more difficult to quantify than gross impacts, but ECONorthwest has quite a bit of experience in analyzing that. Mr. Mehaffy reported that both action alternatives do have net positive economic impacts to the region, though there are different levels of investments required.

Mr. Mehaffy mentioned one more distinction, the distinction between construction impacts, and operating impacts. Both of these are fiscal impacts for the Port, as well as economic impacts for the region. But the impacts in these two cases are fundamentally different, and it is important to understand that. Construction impacts tend to be fairly short, and do not generate a lot more economic resources for the Port or the region than they require – unless they happen to be coming from outside, like from the Federal stimulus investment. This is not applicable in the case of Vista Field.

Economic impacts from operations are where the real economic benefit to the region lies. Here is where an alternative is creating what the economists call “value-added” – for instance, an airport that is humming along and producing new economic activity, or a town center that is also generating a lot of new business and economic activity for the region. But again, we have to differentiate the new business activity from all the business activity that might be taking place anyway. We have to understand the net, apart from what is the gross.

DPZ will provide the fiscal impacts to the Port, the economic impacts to the region, the net and the gross, and the impact from construction versus impact from operations broken out separately in the analysis.



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Mr. Mehaffy reiterated the investment required can vary, and the return on that investment can vary. Just as important, some of the return is going to be in direct economic benefit to the region. Some of it is going to be in indirect benefits to the region, like quality of life, local identity, marketing, etc. This is why, for example, when decisions are made for public expenditures on convention centers, sports stadiums, parks and the like, there are varying degrees of costs, and varying kinds of benefits in return, not all of which are purely economic.

This is just one reason that DPZ believes the ultimate decision regarding Vista Field is best decided, not by DPZ as an outside consultant, but by the Port and its stakeholders. DPZ will provide as much information as possible so a well-informed decision can be made.

Mr. Novakovich shared his appreciation for the work being performed; he is pleased the Commission will have the correct information on all details to enable them to make an informed decision. Mr. Novakovich stated this will be the first time the economic benefits, facts, costs, operational costs will be known for Vista Field.

Mr. Barnes requested confirmation that at this point in the process there is a consensus that the no action alternative is not working. Mr. Mehaffy confirmed the statement, although, DPZ is not formally taking that position. He stated typically in an EIS, there is a preferred alternative, a mitigating alternative and the no action alternative, which is almost never what an agency wants to do because that is why the study is started in the first place. In this case, we have two preferred alternatives. Mr. Barnes inquired if the report will still address the no action alternative as if it were a viable option. Mr. Mehaffy confirmed that it will be included as required by law.

Mr. Arntzen commented the report will not provide a funding mechanism, only the cost of each alternative. He feels the most likely firm to present funding mechanisms would be Foster Pepper. Mr. Arntzen would like to share the report with Foster Pepper so they can offer three or four ways to potentially fund the alternative.

Mr. Peterson reiterated the public comment period regarding the scoping notice ran through November 1, 2012; however, comments may still be sent to vistafield@portofkennewick.org

C. Closing the Operating Gap, Ben Floyd, Anchor QEA

Anchor QEA was selected to present an analysis for closing the operating gap. Mr. Floyd reported that Anchor QEA will partner with HDR Engineering to develop three scenarios: the current situation and two suggestions to close the gap. A spreadsheet will be created for each property, enabling the Port to use it as a tool and update it annually.

Mr. Novakovich inquired if Anchor QEA will provide an ROI analysis for every asset at the Port. Mr. Floyd will be taking the results from CB Richard Ellis analysis and the DPZ analysis and incorporating them into the financial plan.



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On a side note, Mr. Floyd stated he is very impressed with the DPZ team; they have worked hard developing the products and collecting public input on a very tight schedule, they have done a great job.

Mr. Floyd stated CB Richard Ellis is looking at current expenses, projected expenses, current revenues and projected revenues and is determining where the Port is making and/or losing money, and then providing some options for how to close the gap for specific properties. Anchor QEA is taking the results and incorporating them into the financial plan, and then rolling it out for a 10 year projection.

Ms. Fine will be meeting with other ports to review their financial analysis to close the operating gap. So far, the Port of Kennewick would be the only port that is taking the close the gap to this extreme. Even the BARS accounting manual does not mandate reports on separate properties, only the airport and marina; the rest of the properties are grouped together. The entire staff has to keep up with their time tracking manually detailing their tasks. It is an impressive process and unique to government. The completed report will provide details for each property including direct expenses, salaries, indirect costs, and will provide a profit and loss statement.

REPORTS COMMENTS AND DISCUSSION ITEMS

A. *Clover Island Inn*

1. *Clover Island Inn Lease Agreement; Resolution 2012-48*

MOTION: *Commissioner Barnes moved approval of Resolution 2012-48 approving the new lease agreement with Clover Island Inn; Commissioner Wagner seconded. All in favor 3:0. With no further discussion motion carried unanimously.*

B. *Cancellation of December 25, 2012 Commission Meeting*

Mr. Arntzen reiterated the meeting regularly scheduled for December 25, 2012 is cancelled due to the holiday.

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

Commissioners reported on their respective committee meetings.

D. *Non Scheduled*

1. Mr. Arntzen stated the Port gives yearly presentations at the local service clubs. Commissioner Barnes has been giving presentations this fall and Commissioner Novakovich will begin giving the presentations in 2013. The presentations include a general overview of the Port's boundaries, projects and pertinent information. Ms. Bader Inglima stated a policy has not been developed regarding presentations. Mr. Novakovich stated when a Commissioner gives a presentation, it does not belong to the one doing the presentation; it is a Port of Kennewick presentation and the same message should be sent to everyone. He commented Ms. Bader Inglima does a great job of producing the presentation and the Commissioners should only make minor changes to put the presentation into their own words. Mr. Arntzen commented the Commission recently approved a media policy and



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suggested a section regarding presentations can be added to the policy. The Commission is in consensus to add presentations to the media policy. Ms. Bader Inglema will draft a revision to the policy for Commission consideration.

2. Mr. Peterson stated the Comp Scheme Amendment submitted by Jose Chavallo for 10 acres of mixed use residential at the northeast end of the Vista Field runway, which could have resulted in 270 apartment units was heard by the City of Kennewick Council. Prior to the hearing, Port staff contacted Century West and WSDOT Aviation about the process and at the hearing the City of Kennewick Council decided to stop the hearing and go through the formal process involving consultation with WSDOT Aviation about the implications to residential development and what increasing the density might mean to Vista Field airport. A conference call was held with WSDOT Aviation, a representative from AOPA, Port staff, public, Mike White and we heard from the OAPO perspective and the WSDOT Aviation's perspective of what this land use might lead to. City of Kennewick was working up a proposal on November 30, 2012 and two days before the City Council Meeting the applicant withdrew his application. The Port did not take any position on the issue; we only suggested the City consult with WSDOT Aviation.
3. Mr. Novakovich reiterated that all documents prepared by DPZ are posted on the website. He read a question posed to City of Kennewick Mayor Steve Young: "Do you have a well defined opinion about the best course for the future of Vista Field?" Mr. Young's response was "no position". Another question asked was "Do you have specific concerns about Vista Field's future that you would like to share?" One of the comments was "Creating jobs in our community is a priority to City Council....uses in Vista Field are mostly light industrial and medical and we see retail could expand into the project area." Mr. Novakovich visited Mayor Young's website and saw the question "What is your vision of the City of Kennewick in 10 years and what are the implications to that vision?" Mr. Young's answer is "It is my belief that we must have a positive vision of the city's future strengthened by a belief that the gap between the vision and reality can one day be closed. I don't believe that any vision can be limited to the near term but must consider future generations." In May 2009, an individual wrote to the Tri-City Herald "Why does Kennewick want Vista Field eliminated? A little word called "greed." They want that almighty tax dollar that would come from more business there." Mayor Young responded "Well I can't agree more, that is exactly why I believe it is in the best interest of the City (of Kennewick) that the air field be closed." Mr. Novakovich found these statements very interesting.
4. 2013 Port of Kennewick Officers. The Commission is in consensus that the 2013 Officers will remain the same: Mr. Novakovich – President; Mr. Barnes – Vice President and Mr. Wagner - Secretary. A slate of Officers will be presented at the January 8, 2013 Commission meeting for further discussion.
5. Mr. Arntzen commented Lori Mattson from the Regional Chamber contacted him about the Ruckelshaus Committee. He will meet with Ms. Mattson and bring back information to the Commission early next year.
6. Port of Pasco is applying for a HAIFIC grant for the expanded runway and requested Commissioner Barnes, as their representative on the regional committee, to submit a letter in



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support of the grant. The letter was signed and mailed yesterday. Mr. Arntzen stated the Tri-Cities Airport is a regional asset and any help provided will benefit the region. It is important for property to be purchased before it is determined for other purposes. Mr. Arntzen stated regardless of the management and analysis Vista Field, it is important to preserve aviation capacity in the Quad-Cities.

7. Mr. Arntzen traveled to Berkeley and met with Professor Black to build on the work of the Pattern Language. He cautioned the Pattern Language may look different than previously anticipated. A meeting for the Citizens Committee to discuss new option with Mr. Black will be scheduled.

PUBLIC COMMENTS

Ruth Swain, 300 Columbia Point Drive, Richland, 3801 Van Giesen, West Richland. Ms. Swain read a letter from Mayor Noski into the record. (Exhibit 1)

No further public comments were made.

Mr. Novakovich anticipates the Executive Session to last approximately 50 minutes for Personnel, per RCW 42.30.110(1)(g), Real Estate, per RCW 42.30.110(1)(c), and Potential Litigation, per RCW 42.30.110(1)(i); with action anticipated on the Real Estate matter only. Mr. Novakovich asked the public to notify Port staff if they will return after the executive session.

Mr. Novakovich recessed the meeting at 3:28 p.m. for approximately 10 minutes.
Mr. Novakovich reconvened the meeting into Executive Session at 3:38 p.m.

EXECUTIVE SESSION

- A. *Personnel, per RCW 42.30.110(1)(g)*
- B. *Real Estate, per RCW 42.30.110(1)(c)*
- C. *Potential Litigation, per RCW 42.30.110(1)(i)*

The regular meeting reconvened at 4:27 p.m.

MOTION: *Commissioner Barnes moved approval that Parcel Number 114-803-0000-11001 be included in the land transfer component of the Port of Kennewick and K.E.T. Purchase and Sale Agreement as previously approved by Resolution 2012-42; Commissioner Wagner seconded. All in favor 3:0. With no further discussion motion carried unanimously.*



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ADJOURNMENT


With no further business to bring before the Board; the meeting was adjourned at 4:28 p.m.

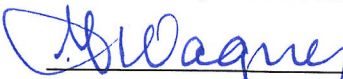
APPROVED:

PORT of KENNEWICK

BOARD of COMMISSIONERS


Skip Novakovich, President


Don Barnes, Vice President


Gene Wagner, Secretary

PORT OF KENNEWICK

RESOLUTION No. 2012-48

A RESOLUTION OF THE PORT OF KENNEWICK BOARD OF COMMISSIONERS APPROVING CLOVER ISLAND INN LEASE

WHEREAS, the Port of Kennewick (Port) is authorized to enter into certain leases upon such terms as the Port Commission deems proper; and

WHEREAS, the Port entered into lease renegotiations with Clover Island Development Company, LLC; and

WHEREAS, the terms and conditions of said lease agreement have been reviewed by the Port Commission and deemed proper and acceptable; and

WHEREAS, after consideration of the attached lease agreement, the Port Commission has determined that the lease is proper, lease negotiation points have been communicated to the State Auditor's Office with no issues noted, and is in the best interest of the Port's taxpayers.

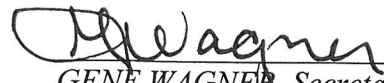
NOW, THEREFORE, BE IT RESOLVED the Port of Kennewick Board of Commissioners agrees to enter into a five year lease, with (4) four periods of (5) five year renewal options commencing January 1, 2015 with Clover Island Development Company, LLC as presented and hereby authorize the Port's Executive Director to execute all documents and agreement on behalf of the Port to complete the transaction as specified above.

ADOPTED by the Board of Commissioners of the Port of Kennewick on the 11th day of December, 2012.

***PORT OF KENNEWICK
BOARD OF COMMISSIONERS***


SKIP NOVAKOVICH, President


DON BARNES, Vice-President


GENE WAGNER, Secretary

PORT OF KENNEWICK

Resolution No. 2012-54

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF KENNEWICK ACCEPTING THE OAK STREET INDUSTRIAL PARK ENERGY EFFICIENCY LIGHTING PROJECT COMPLETED BY ABSOLUTE POWER, INC.

WHEREAS, Absolute Power, Inc. has provided notification that the Oak Street Industrial Park Energy Efficiency Lighting project has been substantially completed in accordance with the contract requirements; and

WHEREAS, the Benton Public Utility District, and the Port of Kennewick staff have inspected the work and certified that it has been completed in accordance with the contract requirements.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Port of Kennewick hereby accepts the work of Absolute Power, Inc. as being substantially completed in accordance with the contract documents.

BE IT FURTHER RESOLVED that upon completion of all required documentation for the project, the Executive Director is authorized to proceed with the necessary requirements to finalize the project account.

ADOPTED by the Board of Commissioners of Port of Kennewick on the 11th day of December, 2012.

**PORT OF KENNEWICK
BOARD OF COMMISSIONERS**

By:


SKIP NOVAKOVICH, *President*

By:


DON BARNES, *Vice President*

By:


GENE WAGNER, *Secretary*

PORT OF KENNEWICK

Resolution No. 2012-55

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF
KENNEWICK ACCEPTING THE VISTA FIELD DEVELOPMENT BUILDING #1
ENERGY EFFICIENCY LIGHTING PROJECT
COMPLETED BY ABSOLUTE POWER INC**

WHEREAS, Absolute Power, Inc. provided notification that the Vista Field Development Building #1 Energy Efficiency Lighting project has been substantially completed in accordance with the contract requirements; and

WHEREAS, the Benton Public Utility District, and the Port of Kennewick staff have inspected the work and certified that it has been completed in accordance with the contract requirements.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Port of Kennewick hereby accepts the work of Absolute Power, Inc. as being substantially completed in accordance with the contract documents.

BE IT FURTHER RESOLVED that upon completion of all required documentation for the project, the Executive Director is authorized to proceed with the necessary requirements to finalize the project account.

ADOPTED by the Board of Commissioners of Port of Kennewick on the 11th day of December, 2012.

**PORT OF KENNEWICK
BOARD OF COMMISSIONERS**

By: 
SKIP NOVAKOVICH, *President*

By: 
DON BARNES, *Vice President*

By: 
GENE WAGNER, *Secretary*

PORT OF KENNEWICK

Resolution No. 2012-56

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF
KENNEWICK ACCEPTING THE VISTA FIELD AIRPORT TAXIWAY AND APRON
PROJECT FOR PACIFIC CATARACT AND LASTER INSTITUTE, INC.**

WHEREAS, Big D's Construction of Tri-Cities provided notification that the taxiway and apron project adjacent to Pacific Cataract & Laser Institute project has been substantially completed in accordance with the plans and specifications; and

WHEREAS, JUB Engineers Inc., and the Port of Kennewick staff have inspected the work and certified that it has been completed in accordance with the plans and specifications.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Port of Kennewick hereby accepts the work of Big D's Construction of Tri-Cities as being substantially completed in accordance with the contract documents.

BE IT FURTHER RESOLVED that upon completion of all required documentation for the project, the Executive Director is authorized to proceed with the necessary requirements to finalize the project account.

ADOPTED by the Board of Commissioners of Port of Kennewick on the 11th day of December, 2012.

**PORT OF KENNEWICK
BOARD OF COMMISSIONERS**

By:


SKIP NOVAKOVICH, *President*

By:


DON BARNES, *Vice President*

By:


GENE WAGNER, *Secretary*

PORT OF KENNEWICK

RESOLUTION 2012-57

***A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE
PORT OF KENNEWICK AUTHORIZING THE PORT EXECUTIVE DIRECTOR
TO SELL AND CONVEY SURPLUS PROPERTY WITH LESS THAN \$10,000 VALUE***

WHEREAS, the Board of Commissioners of Port of Kennewick met this 11th day of December, 2012, a quorum of the Commissioners being present; and

WHEREAS, from time to time it is necessary to surplus items no longer needed for Port District purposes; and

WHEREAS, RCW 53.08.090 provides that the Port Commissioners may authorize the Port Executive Director to sell and convey property of less than \$10,000 in value; and

WHEREAS, that prior to each such disposition of Port property, the Port Executive Director is directed to present to the Commission an itemized list of the property and to make written certification that the listed property is no longer needed for Port District purposes; and

NOW, THEREFORE, BE IT RESOLVED by the Port of Kennewick Commissioners to authorize the Port Executive Director to surplus Port property no longer needed for Port purposes which has a value of \$10,000 or less; and

ADOPTED by the Board of Commissioners of Port of Kennewick this 11th day of December 2012.

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BOARD OF COMMISSIONERS***

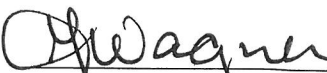
By:


SKIP NOVAKOVICH, *President*

By:


DON BARNES, *Vice President*

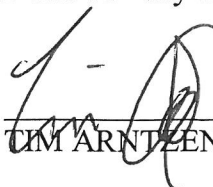
By:


GENE WAGNER, *Secretary*

I, **Tim Arntzen**, hereby certify that the attached itemized list of property is no longer needed for Port purposes.

DATED this 11th day of December 2012.

By:


TIM ARNTZEN, *Executive Director*

SURPLUS ASSET LISTING

Asset	Disposition	Property Description	Date In Service	Tax Cost
23	Obsolete	Brother Fax 4100	3/23/04	\$ 423.56
21	Broke	Craftsman Chainsaw	3/23/04	\$ 249.08
29	Broken	Vector Portable battery charger	04/13/2004	\$ 86.63
43	Obsolete	TV/VCR Combo	9/15/90	\$ 409.63
52	Obsolete	Air Conditioner	10/15/79	\$ 2,047.50
81	Broke	Cannon 10-Key CP1213D	10/18/05	\$ 233.74
95	Broken	two Husky	6/04/09	\$ 433.19
95	Broke	Two Huskvarna Mowers	06/04/2009	\$ 433.19
99	Broken	Hp OJF Printer	11/28/09	\$ 128.01
105	Broken	32' Extension Ladder DB1 & 2	4/30/03	\$ 925.97
118	Broke	Tradeshow Booth	12/15/87	\$ 1,420.40
132		Refrigerator DB2	8/15/86	\$ 458.15
151	Obsolete	Refrigerater VFDF 1	11/15/89	\$ 646.79
153	Obsolete	Tables	12/15/89	\$ 612.30
156	Obsolete	64 chairs	2/15/90	\$ 1,272.90
332		Ladder DB2	7/31/97	\$ 64.79
385	Broke	Storage cabinet	4/28/00	\$ 119.84
421	Obsolete	Air Conditioner	8/11/98/	\$ 3,522.96
451	Obsolete	HP Laser Printer 8000 N	9/15/98	\$ 3,076.87
482	Obsolete	Chair VFDF	11/10/98	\$ 107.99
649	Obsolete	Drafting Table	9/30/06	\$ 666.46
731	Broken	Heater	4/30/03	\$ 925.97
769	Obsolete	Fans for hanging Heaters	12/16/04	\$ 5,362.67
784	Obsolete	Dell Optiplex	2/09/04	\$ 1,950.48
795	Obsolete	Dell Latitude Laptop	04/12/2005	\$ 1,971.60
811	Broken	Ricoh Copier	10/30/2005	\$ 15,378.60
920	Sold	Cork Equipment-Sold Per Lease Section 33 10/1/08-9/30/11	4/01/07	\$ 17,423.84
957	Obsolete	Wireless firewall system	9/30/07	\$ 687.65
959	Obsolete	Dell Computer Tower-Optiplex 330 Int	12/31/07	\$ 1,353.75
960	Obsolete	Dell Computer Tower-Optiplex 330 Int	12/31/07	\$ 1,081.93
961	Obsolete	Laptop latitude D830 Intel	12/31/07	\$ 1,576.85
978	Obsolete	HP Entertainment PC notebook	1/23/08	\$ 1,178.28
1035	broken	Dell Laptop	03/31/2009	\$ 1,711.11
1039	Broke	Canon Digital Camera	9/30/09	\$ 368.93
1054	Broke	Hp Mini Notebook	02/01/2010	\$ 379.04
1060	Broke	Electric Motor/Pump	09/30/2012	\$ 9,278.32
n/a	broke	two weed eater mowers	na	Under \$200
na	Broke	Yard Machine	n/a	Under \$200
na	Broke	Echo SRM210 Trimmer	n/a	\$ 194.93
na	Broke	Echo SRM225 Trimmer	n/a	\$ 190.60
			Total	\$ 78,354.50



3801 W. Van Giesen Street * West Richland, WA 99353 * www.westrichland.org
Office of the Mayor* (509) 967-7119 * FAX (509) 967-2419

December 10, 2012

Port of Kennewick
350 Clover Island Drive, Suite 200
Kennewick, WA 99336

RE: Letter of Comment re. Vista Field Airport Operations

Dear President Novakovich and Commissioners:

Last August we sent a letter to you offering our unanimous support of the process the Port is undertaking to determine the wise investment of its resources throughout the Port District, and especially with the Vista Field study. We stated in that letter "...as our "economic vitality" partner in service to West Richland tax payers, we are very pleased that the Port Commissioners and staff are dedicated to public involvement and open, transparent government – a guiding principle that our City Council shares with you."

The purpose of this letter is to once again reiterate, as we did in our August 28th letter, the critical and financially impactful decisions related to the return on investment for the Vista Field airport operations. From a West Richland perspective, we do not feel the Port should be subsidizing any operation that does not maximize return on investment for our tax payers. We are also highly concerned about the potential that subsidizing of these operations would devastate the long-term financial viability of the Port to carry out its mission throughout the Port District.

We again applaud the steps you have taken to involve the public and independent experts in making decisions regarding Vista Field, and appreciate the opportunity to provide this letter of comment.

Respectfully,

A handwritten signature in blue ink that reads "Donna Noski". The signature is written in a cursive, flowing style.

Donna L. Noski
Mayor

Cc: City Council
File