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AGENDA

Port of Kennewick
Regular Commission Business Meeting
Port of Kennewick Commission Chambers and via GoToMeeting
350 Clover Island Drive, Suite 200, Kennewick Washington

February 10, 2026
2:00 p.m.

- I. **CALL TO ORDER**
- II. **ANNOUNCEMENTS AND ROLL CALL**
- III. **PLEDGE OF ALLEGIANCE**
- IV. **PUBLIC COMMENT** *(Please state your name and address for the public record)*
- V. **CONSENT AGENDA**
 - A. Approval of Direct Deposit and ePayments February 3, 2026
 - B. Approval of Warrant Register Dated February 10, 2026
 - C. Approval of Regular Commission Meeting Minutes January 27, 2026
- VI. **PRESENTATIONS**
 - A. 2025 Friends of the Port (TIM)
 - B. Employee Introductions (TIM)
 - C. Work Plan / Budget Update (LARRY/NICK)
- VII. **ACTION ITEMS**
 - A. Vista Field
 - 1. Clean Up Action Plan Review/Address Public Comments (TIM)
 - 2. Landau & Associates, Inc. Contract Amendment #5; Resolution 2026-03 (TIM)
- VIII. **REPORTS, COMMENTS AND DISCUSSION ITEMS**
 - A. Vista Field (AMBER)
 - B. Kennewick Waterfront (NICK)
 - C. CEO Report (if needed) (TIM)
 - D. Commission Meetings (formal and informal meetings with groups or individuals)
 - E. Non-Scheduled Items
(LISA/BRIDGETTE/TANA/NICK/LARRY/AMBER/MICHAEL/CAROLYN/TIM/KEN/RAUL/SKIP)
- IX. **PUBLIC COMMENT** *(Please state your name and address for the public record)*
- X. **ADJOURNMENT**

PLEASE SILENCE ALL NOISE MAKING DEVICES



PORT OF KENNEWICK REGULAR COMMISSION MEETING

DRAFT

JANUARY 27, 2026 MINUTES

Commission Meeting recordings, with agenda items linked to corresponding audio, can be found on the Port's website at: <https://www.portofkennewick.org/commission-meetings-audio/>

Commission President Skip Novakovich called the Regular Commission Meeting to order at 2:00 p.m.

ANNOUNCEMENTS AND ROLL CALL

The following were present:

Board Members: Kenneth Hohenberg, President
Skip Novakovich, Vice President
Raul Contreras Gonzalez, Secretary

Staff Members: Tim Arntzen, Chief Executive Officer
Tana Bader Inghima, Deputy Chief Executive Officer
Nick Kooiker, CFO/Deputy Chief Executive Officer
Larry Peterson, Director of Planning
Amber Hanchette, Director of Real Estate
Michael Boehnke, Director of Operations
Bridgette Scott, Executive Assistant (via telephone)
Lisa Schumacher, Special Projects Coordinator
David Phongsa, Marketing/Capital Projects Coordinator (via telephone)
Carolyn Lake, Port Counsel (via telephone)

PLEDGE OF ALLEGIANCE

Commissioner Novakovich led the Pledge of Allegiance.

PUBLIC COMMENT

No comments were made.

CONSENT AGENDA

- A. *Approval of Direct Deposit and E-Payments Dated January 15, 2026***
Direct Deposit and E-Payments totaling \$114,160.70
- B. *Approval of Warrant Register Dated January 27, 2026***
Expense Fund Voucher Number 107627 through 107658 for a grand total of \$152,231.78
- C. *Approval of Regular Commission Meeting Minutes January 13, 2026***
- D. *Approval of 2026-2027 Commission Organization Representation***
- E. *Approval to Ratify the Rural County Capital Funds Disbursement for the "Vista Field – Azure Drive Parking & Utilities Project;" Resolution 2026-02***

MOTION: *Commissioner Novakovich moved to approve the Consent Agenda; Commissioner Contreras Gonzalez seconded. With no further discussion, motion carried unanimously. All in favor 3:0.*

PORT OF KENNEWICK REGULAR COMMISSION MEETING

JANUARY 27, 2026 MINUTES

DRAFT

NEW BUSINESS

A. Vista Field Clean Up Action Plan

Mr. Arntzen gave a brief overview of the PFAS issue at Vista Field and presented the cleanup action plan produced by Landau and Associates (*Exhibit A*). Landau and Associates are the environmental firm that has been assisting the Port since the discovery of PFAS at Vista Field. Mr. Arntzen stated the Port will have an open public comment period on the cleanup action plan, which is available at www.vistafield.com. At the next Commission Meeting on February 10, 2026, Commission and staff will address the public comments and the Commission may formally approve the proposed cleanup action plan.

Ms. Bader Inglima stated public comment period was not required by the Department of Ecology; however, the Commission made a commitment to be completely transparent, which is why the Port chose to accept public comments on the proposed cleanup action plan. This ensures that the community and media continue to be informed.

The Commission commented on the cleanup action plan and thanked staff for their work on this issue.

ACTION ITEM

A. Oak Street Industrial Park – Purchase and Sale Agreement; Resolution 2026-01

Mr. Hanchette presented a purchase and sale agreement for \$200,000 for 1.16 acres in the Port's Oak Street Development. Ms. Hanchette outlined the details of the land sale and stated Wes Meares, owner of Western Equipment Sales/Supply and Design, has accepted the proposal for purchase of the buildings.

Alberto Marroquin, owner of Tires4Less, has operated in Pasco for 22 years and is excited to expand his business. Mr. Marroquin has plans for building and land improvements.

MOTION: Commissioner Contreras Gonzalez moved for the approval of Resolution 2026-01 approving a purchase and sale agreement with Tires4Less, LLC for the purchase of 1.13 acres in the port's Oak Street Industrial Park; and that all action by port officers and employees in furtherance hereof is ratified and approved; and further, the Port Chief Executive Officer is authorized to take all action necessary in furtherance hereof; Commissioner Novakovich seconded.

PUBLIC COMMENT

Wes Meares, Kennewick. Mr. Meares, owner of Western Equipment Sales/Supply and Design, thanked the Commission for their consideration and vote on the land sale.

No further comments were made.

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

PORT OF KENNEWICK REGULAR COMMISSION MEETING

JANUARY 27, 2026 MINUTES

DRAFT

PRESENTATION

A. *Comp Scheme*

Mr. Peterson gave a brief overview of the Port's Comp Scheme (*Exhibit C*).

Mr. Arntzen stated that staff will present the Port's 2025-2026 Work Plan and Budget at future meetings.

REPORTS, COMMENTS AND DISCUSSION ITEMS

A. *Introduction of new Director of Governmental Relations*

Mr. Arntzen introduced Rochelle Olson, the Port's new Director of Governmental Relations. Ms. Olson has worked as a contractor for the Port for over 10 years, recently assisting Ms. Bader Inglima on the Comp Scheme Port History Update featuring the Confederated Tribes of the Umatilla Indian Reservation (CTUIR). Ms. Olson has over 25 years' experience and has been selected to replace Ms. Bader Inglima upon her retirement. We are excited to welcome Ms. Olson to the Port team.

Ms. Olson is excited to join the Port team and become an official member and stated she is honored to have been selected for the position. Ms. Olson stated she has very big shoes to fill.

The Commission welcomed Ms. Olson and stated she will be a great addition to the team.

B. *CEO Report*

Mr. Arntzen reported on the following:

- Thanked the Commission for giving him the opportunity to present the cleanup action plan;
- Complimented Mr. Peterson on his thorough presentation of the Comp Scheme.

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

Commissioners reported on their respective committee meetings.

D. *Non-Scheduled Items*

Ms. Bader Inglima stated Apple Valley News reporter, William Albert, has done several articles featuring the Port. Mr. Albert reported on the Columbia Gardens Artisan Village and the Port Commission committee organizations. Additionally, Mr. Arntzen was featured on KONA radio, where he discussed the development at Vista Field.

Mr. Peterson stated staff will discuss the 2025-2026 Work Plan at the February 10, 2026 Commission Meeting.

Ms. Lake congratulated Mr. Peterson on his thoughtful presentation of the Comp Scheme.

Mr. Arntzen stated Mr. Albert's article on the Commission's leadership roles shows that the community appreciates the Commission's extracurricular meetings and staying apprised of projects with our jurisdictional partners.

**PORT OF KENNEWICK
REGULAR COMMISSION MEETING**

JANUARY 27, 2026 MINUTES

DRAFT

Commissioner Novakovich met with Fred Hill of CTUIR, to discuss a Pow Wow in the Tri-Cities. Mr. Hill would like to schedule a meeting with Mr. Arntzen, Corrine Sams of the CTUIR and J.D. Tovey, Executive Director of the CTUIR, to discuss it further.

PUBLIC COMMENTS

No comments were made.

ADJOURNMENT

With no further business to bring before the Board; the meeting was adjourned at 3:13p.m.

APPROVED:

**PORT of KENNEWICK
BOARD of COMMISSIONERS**

Kenneth Hohenberg, President

Skip Novakovich, Vice President

Raul Contreras Gonzalez, Secretary

PORT OF KENNEWICK

RESOLUTION No. 2026-01

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF KENNEWICK
AUTHORIZING A PURCHASE AND SALE AGREEMENT WITH
TIRES4LESS LLC**

WHEREAS, Tires 4 Less LLC (Purchaser), has offered to purchase approximately 1.13 acres (land only, no port improvements on the property) of the area graphically depicted on “*Exhibit A*” as 1620 E. 7th Ave at the Port of Kennewick’s Oak Street Industrial Park in Kennewick, Washington from the Port of Kennewick (Seller) for \$200,000.00; and

WHEREAS, Port staff and the Port attorney have reviewed the proposed Purchase and Sale Agreement and find it is in proper form with potential minor modifications and is in the Port’s best interest; and

WHEREAS, the Port Commission finds that said property is surplus to the Port’s needs and the proposed sale is consistent with all previous Port policies, including its Comprehensive Scheme of Harbor Improvements.

NOW, THEREFORE; BE IT HEREBY RESOLVED that the Board of Commissioners of the Port of Kennewick hereby authorizes the Port’s Chief Executive Officer to execute a Purchase and Sale Agreement with Tires 4 Less LLC and hereby authorizes the Port’s Chief Executive Officer to execute all documents and agreements on behalf of the Port to complete the transaction as specified above.

BE IT FURTHER RESOLVED that the Port Commission declares that said property is surplus to the Port’s needs and the proposed sale as referenced above is consistent with all previous Port policies, including its Comprehensive Scheme of Harbor Improvements.

ADOPTED by the Board of Commissioners of the Port of Kennewick on the 27th day of January, 2026.

**PORT of KENNEWICK BOARD of
COMMISSIONERS**

By: DocuSigned by:
Kenneth Hohenberg
89F77EAC8921416...

KENNETH HOHENBERG
President

By: DocuSigned by:
Skip Novakovich
0E53A30E1C8E442...

SKIP NOVAKOVICH
Vice President

By: Signed by:
Raul Contreras Gonzalez
5D13B8E79C1A45F...

RAUL CONTRERAS GONZALEZ
Secretary

RESOLUTION No. 2026-01
EXHIBIT A

1620 E. 7th Ave, Kennewick WA 99336



PORT OF KENNEWICK

RESOLUTION No. 2026-02

***A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF
KENNEWICK TO RATIFY THE PORT'S ACCEPTANCE OF THE
DISBURSEMENT AGREEMENT WITH BENTON COUNTY FOR USE OF
RURAL COUNTY CAPITAL FUNDS***

WHEREAS, RCW 82.14.370 authorizes certain qualified counties like Benton County to impose a sales and use tax for "public facilities", the revenue from which is intended to support "economic development activities" through the construction of "public facilities" by the ports, and the County itself for the purposes of job creation and tax revenue generation; and

WHEREAS, Benton County has established the "Rural County Capital Fund" for said economic development activities, and has reserved a portion of the Fund for disbursement to cities and ports within the County who request County participation with qualified capital development projects; and

WHEREAS, the Port of Kennewick Commission previously authorized Port Staff to submit an application for funds to be used toward development the "Vista Field - Azure Drive Parking & Utilities Improvements Project"; and

WHEREAS, the County found the Project qualified to receive funds from the Fund; and

WHEREAS, the County and the Port have mutually agreed to terms on a Disbursement Agreement/or use of Rural County Capital Funds; and

WHEREAS, the Commission is requested to ratify the Port's acceptance of the Disbursement Agreement for use of Rural County Capital Funds with the Port of Kennewick which authorizes disbursement of up to \$1,000,000.00 toward development of the "Vista Field - Azure Drive Parking & Utilities Improvements Project," with termination date of December 31, 2027.

NOW, THEREFORE, BE IT HEREBY RESOLVED that Board of Commissioners of the Port of Kennewick hereby ratifies the Port's acceptance of the Disbursement Agreement for use of Rural County Capital Funds with the Benton County which authorizes disbursement of up to \$1,000,000.00 toward development of the "Vista Field - Azure Drive Parking & Utilities Improvements Project."

RESOLUTION NO. 2026-02

Page 2

BE IT FURTHER RESOLVED that the Port of Kennewick Board of Commissioners hereby ratify and approve all action by port officers and employees in furtherance hereof; and authorize the Port Chief Executive Officer to take all action necessary in furtherance hereof.

ADOPTED by the Board of Commissioners of Port of Kennewick on the 27th day of January, 2026.

***PORT of KENNEWICK
BOARD of COMMISSIONERS***

By: 89F77EAC8921416...

KENNETH HOHENBERG
President

By: 0E53A30E1C8E442...

SKIP NOVAKOVICH
Vice President

By: 5D13B8E79C1A45F...

RAUL CONTRERAS GONZALEZ
Secretary



CLEANUP ACTION PLAN

Vista Field Properties–Lot 31
6737 West Azure Drive
Kennewick, Washington

January 12, 2026

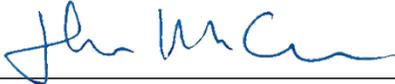
Prepared for

The Port of Kennewick
350 Clover Island Drive, Suite 200
Kennewick, Washington

**Cleanup Action Plan
Vista Field Properties–Lot 31
6737 West Azure Drive
Kennewick, Washington**

This document was prepared by, or under the direct supervision of, the technical professionals noted below.

Document prepared by:  Dan Gray, LG
Project Geologist

Document reviewed by:  John McCorkle, CEP
Principal

Date: January 12, 2026
Project No.: 2411001.010.016
File path: P:\2411\001\010\R\Cleanup Action Plan\Landau_Vista Field Cleanup Action Plan_Final 011226.docx
Project Coordinator: tac

Cleanup Action Plan
Vista Field Properties–Lot 31

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FIGURES

Figure	Title
1	Vicinity Map
2	Location of Lot 31
3	Lot 31 Proposed Excavation Extent

LIST OF ABBREVIATIONS AND ACRONYMS

µg/kg	micrograms per kilogram
AFFF	aqueous film-forming foam
ARAR	applicable or relevant and appropriate requirements
bgs	below ground surface
BMEC	Blue Mountain Environmental Consulting Company, Inc.
CAP	Cleanup Action Plan
CUL	cleanup level
Ecology	Washington State Department of Ecology
EPA	Environmental Protection Agency
ERTS	Environmental Report Tracking System
ESA	environmental site assessment
ft	feet, foot
Landau	Landau Associates, Inc.
Lot 31	6737 West Azure Drive
MRL	method reporting limit
MTCA	Model Toxics Control Act
NFA	no further action
PFAS	per- and polyfluoroalkyl substances
PFAS Investigation Report	Landau’s PFAS Investigation Report
PFDA	perfluorodecanoic acid
PFOA	perfluorooctanic acid
POC	point of compliance
Port	Port of Kennewick
Properties	6600 West Deschutes Avenue in Kennewick, Washington
RL	reporting limit
SAP/QAPP	sampling and analysis plan and quality assurance project plan
WAC	Washington Administrative Code

1.0 INTRODUCTION AND SITE BACKGROUND

This Cleanup Action Plan (CAP)¹ has been prepared by Landau Associates, Inc. (Landau) on behalf of the Port of Kennewick (Port) and describes Landau’s proposed cleanup action for the Lot 31 property, located at 6737 West Azure Drive in Kennewick, Washington (Benton County Tax Parcel Number 132991BP5674031). Lot 31 is one of the Vista Field properties, which are located at 6600 West Deschutes Avenue in Kennewick, Washington (Properties) and are shown on Figure 1. This CAP has been prepared to meet the applicable requirements for a CAP in accordance with the Model Toxics Control Act (MTCA) Washington Administrative Code (WAC) 173-340-380.

Since June 2025, several soil investigations have been completed at the Vista Field Properties, including at Lot 31. Landau has confirmed the presence of per- and polyfluoroalkyl substances (PFAS) in shallow soil on the property line of Lot 31 in excess of Washington State regulatory limits (Site). This CAP describes Landau’s proposed remedial measures to address the identified PFAS contamination and includes the following required elements:

- Section 1 includes the location, description, and background of the Vista Field Properties.
- Section 2 summarizes previous environmental investigations completed at the Vista Field Properties, including Lot 31.
- Section 3 discusses the applicable cleanup standards and point of compliance for Lot 31.
- Section 4 describes the selected remedy. It discusses Landau’s analysis of alternatives, presents the approach to completing the design of specific elements of the selected remedy and confirmation monitoring, and provides an approximate timeframe and schedule for the implementation of the remedy and site restoration to meet applicable standards.
- Section 5 presents Landau’s conclusions.

Implementation of the CAP will not require implementation of either institutional controls or onsite containment elements because levels of PFAS contamination remaining on site will be below cleanup standards and therefore, neither of these approaches are discussed in this CAP. Additional details regarding past investigation activities at Lot 31 are detailed in Landau’s PFAS Investigation Report (PFAS Investigation Report; Landau 2025a), which has been submitted to the Washington State Department of Ecology (Ecology) on October 17, 2025.

¹ This Cleanup Action Plan has been prepared for the exclusive use of the Port of Kennewick and applicable regulatory agencies for specific application to the Properties. No other party is entitled to rely on the information, conclusions, and recommendations included in this document without the express written consent of Landau. Further, the reuse of information, conclusions, and recommendations provided herein for extensions of the project or for any other project, without review and authorization by Landau, shall be at the user’s sole risk. Landau warrants that within the limitations of scope, schedule, and budget, our services have been provided in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions as this project. Landau makes no other warranty, either express or implied.

1.1 Lot 31 Location and Description

Lot 31 is one of the Vista Field Properties located at 6737 West Azure Drive in Kennewick, Washington (Figure 2). Lot 31 is currently partially developed with concrete footings and stem walls for a planned structure. Construction at Lot 31 has been on hold since June 2025. The area surrounding Lot 31 is developed with roadways, sidewalks, and a parking lot, and several properties in the immediate vicinity of Lot 31 are awaiting construction.

1.2 Vista Field Properties Background

The Vista Field Properties are currently being redeveloped by the Port on a lot-by-lot basis into an urban town center with commercial, residential, and public spaces. Based on Landau’s review of an environmental audit report (ESI 1991) and a Phase I environmental site assessment (ESA) report (BMEC 2014), Landau understands that Vista Field was developed as an airfield between 1942 and 1944. From early 1942 until April 1947, the U.S. Navy leased the airfield to train naval aviators during the war effort. The Kennewick Irrigation District, the City of Kennewick, and later the Port operated Vista Field as a municipal airfield for small, fixed-wing aircraft until 2013. A 2014 ESA reviewed by Landau did not identify the presence of any releases at Vista Field that would warrant additional characterization; however, a Phase I ESA specific to Lot 31 prepared by Blue Mountain Environmental Consulting Company, Inc. (BMEC) dated May 23, 2025 (BMEC 2025a) identified PFAS as a potential environmental concern. Landau believes that this BMEC Phase I ESA identified PFAS as a potential environmental concern due to an erroneous identification of continued military operations at the airfield from 1944 through 2013 (BMEC 2025a).

The Port is currently redeveloping the lots within Vista Field as a multi-use community with residential, commercial, and public areas in partnership with private landowners who have purchased or are purchasing properties from the Port. A portion of the infrastructure, including roads and utilities in public rights-of-way, were constructed prior to 2025. To date, several lots have been sold, and commercial buildings are under construction on those lots. During earthwork activities at Lot 31, BMEC conducted a Limited Phase II ESA at Lot 31 for the Lot 31 lender in June 2025.

The BMEC Lot 31 Phase II ESA included the sampling and analysis of three soil samples (BMEC 2025b) collected approximately 4 feet (ft) below ground surface (bgs) on Lot 31. The approximate sampling locations are shown on Figure 2. These soil samples were analyzed for PFAS, and the draft results indicated potential detections for select PFAS compounds. Many of the analytical results were reported in the draft document provided to Ecology as actual values; however, a review of the laboratory report indicates that those values should have been flagged as estimates because they were below the laboratory method reporting limits (MRLs) and should not have been compared with MTCA cleanup standards.

Landau was unable to confirm that samples collected during the BMEC Lot 31 Phase II ESA were obtained in accordance with either a sampling and analysis plan or a quality assurance project plan (SAP/QAPP). The purpose of the SAP/QAPP is to specify the sampling methodology, quality assurance,

and quality control procedures necessary to demonstrate the lack of contamination of the samples from sampling equipment or other sources, which is a frequent concern encountered during PFAS sampling.

Based on the detection of PFAS in the BMEC Lot 31 Limited Phase II ESA, and uncertainty that the BMEC sampling results were valid, the Port decided to conduct an independent review of Lot 31 and contracted with Landau to initiate the additional investigation presented in this CAP. Previous investigations completed at Vista Field and Lot 31 are described in Landau’s PFAS Investigation Report (Landau 2025a) and in Section 2.0 of this CAP.

1.3 Regulatory Status

Landau first contacted Ecology on July 22, 2025 and has been in communication with Ecology on a regular basis since that time. On September 23, 2025 Landau submitted an incident report to Ecology’s Environmental Report Tracking System (ERTS) documenting the identified concentration of PFAS in shallow soil at Lot 31 above MTCA Method B cleanup levels (CULs) in accordance with MTCA (WAC 173-340-300).

Landau’s PFAS Investigation Report (Landau 2025a) was submitted to Ecology on October 17, 2025 and detailed the results of investigation activities. It is summarized in Section 2.0 of this CAP. Based on Landau’s conversations with Ecology following that submittal it was agreed that additional sampling data would be useful in supporting the Conceptual Site Model described in the PFAS Investigation Report and to determine if the Phase II ESA data was valid. Landau completed this additional sampling on December 9, 2025 and provided the initial draft results (as described in Section 2.1 of this report) to Ecology on December 17, 2025.

This CAP is intended to provide Ecology with additional information regarding the reasonable basis to believe that the release of a hazardous substance had taken place on Lot 31 (WAC 173-340-310 (1)(d) and (2)(c)), and to describe the planned cleanup action to remedy the release (WAC 173-340-310 (5)(b)). Ecology’s initial investigation of Lot 31 may be informed by this CAP, Landau’s earlier investigation of Lot 31 and the Vista Field properties, and the resulting anticipated Cleanup Action Report, in order to provide a No Further Action determination (NFA). WAC 173-340-310 (3).

2.0 PREVIOUS INVESTIGATIONS

Environmental investigations were completed at and in the immediate vicinity of Lot 31 by BMEC in June 2025. A subsequent additional property-wide investigation was completed by Landau in August 2025. Following its initial review of these activities, Ecology indicated that supplemental sampling at and adjacent to Lot 31 could be useful in supporting the conclusions of the PFAS Investigation Report. The Port directed Landau to perform supplemental sampling at Lot 31 in December 2025 and these activities are summarized below.

2.1 Historic Document Review and August 2025 Vista Field Properties Sampling

BMEC's investigation identified the presence of PFAS compounds in shallow soil at Lot 31; however, as described in Section 1.2 of this CAP, the BMEC data were considered by Landau and Ecology to require additional characterization to determine the validity of these results.

Landau conducted a review of available public records and historical information, including documents obtained through public records requests to the City of Kennewick fire department, as well as the results of interviews with legacy operators conducted by Port personnel. The results of this review indicated that there is no evidence to indicate that a substantial release of PFAS through aqueous film-forming foam (AFFF) or other significant PFAS-containing material has occurred at the Properties. Details regarding this review were presented in the PFAS Investigation Report.

Two additional rounds of soil sampling were conducted by Landau in August 2025, and the results of 47 discrete soil samples were used to define the nature and extent of PFAS contamination at the site and to develop a conceptual site model. This conceptual site model then was used to determine CULs for the Properties (detailed in Section 3.0 of this CAP). Details regarding these activities and the results of this assessment were presented in the PFAS Investigation Report, which included evidence supporting the conclusion that there was no indication that PFAS had migrated to groundwater at the Properties.

Analytical data collected during Landau's August 2025 investigations indicate that a single soil sample (SB-01-[1.5-20]), located at the perimeter of Lot 31, had concentrations of a single PFAS compound, perfluorodecanoic acid (PFDA) at 0.268 micrograms per kilogram ($\mu\text{g}/\text{kg}$). This one sample was the only PFAS result in excess of laboratory MRLs and Ecology MTCA Method B screening levels (0.16 $\mu\text{g}/\text{kg}$ for PFDA) for direct contact. The results of this investigation also indicated that the soil contamination appeared to be limited in extent to an area less than lateral 20 ft from the soil sample and less than 4 ft deep. This area is shown on Figure 3.

Additional PFAS compounds have been detected in shallow soils at various points on the Properties, though at levels below the site-specific CULs, suggesting that background concentrations of PFAS in shallow soils are present in an area-wide fashion, potentially from bulk atmospheric deposition.

2.2 December 2025 Lot 31 Supplemental Sampling

Following initial review of the PFAS Investigation Report, Ecology indicated that two additional elements should be assessed as part of future work. These elements were:

- Determine the validity of the June 2025 BMEC Lot 31 sampling event. While it appeared that the initial soil samples collected in June 2025 by BMEC were not collected in accordance with best practices and the data was invalid, soils in the vicinity of one of the samples (sample location #3) were reported to contain a quantifiable PFAS detection (perfluorooctanic acid [PFOA] at 0.13 nanograms per gram) at a level exceeding an applicable cleanup level. Ecology suggested that this area should be re-sampled to either confirm the detected concentration or empirically show it to have been a false positive.
- Conduct additional shallow soil sampling on Lot 31. Soil samples collected in August 2025 were from at least 1 ft bgs. A set of shallower samples (from 0 to 1 ft bgs) would be useful to determine conditions in the upper foot of soil at the Properties.

In response to Ecology's suggestions, on December 9, 2025 Landau returned to Lot 31 to assess soils at the location of the June 2025 BMEC sample (sample location #3). Landau observed a soil boring being advanced using direct-push drilling technology immediately adjacent to that sample location. Samples were collected from the surface (from 0 to 1 ft bgs) as well as from the same depth as sample #3 (from 4 to 4.5 ft bgs); additionally, another deeper sample was collected from 8 to 8.5 ft bgs.

Landau also collected shallow soil samples (from 0 to 1 ft bgs) using hand tools to assess conditions in the upper foot of soil at the Properties. Soils collected from each discrete location were individually homogenized per the procedures described in Landau's SAP (Landau 2025b) and as recommended by Ecology. Landau collected a total of 10 soil samples from the area around soil boring SB-01 (5 at an approximate radius of 10 ft from SB-01 and 5 at an approximate 20-ft radius from SB-01). Samples collected from the 20-ft radius were placed on hold pending results of the first sample set from the 10-ft radius. All soil samples were submitted to Enthalpy Analytical of El Dorado Hills, California to be analyzed for PFAS by U.S. Environmental Protection Agency (EPA) Method 1633.

A review of the laboratory analytical results of this testing confirmed that no PFAS compounds were detected above laboratory reporting limits (RLs) in any of the submitted samples, and it appears that the BMEC samples were not valid.

3.0 CLEANUP STANDARDS

Landau evaluated Lot 31 CULs and developed a conceptual site model, which is presented in Section 4.0 of the PFAS Investigation Report (Landau 2025a). This section of Landau’s PFAS Investigation Report also included an evaluation of applicable, relevant, and appropriate requirements (ARARs) as defined by WAC 173-340-710. A summary of this analysis is presented below.

Based on the data available and the proposed use of Lot 31, direct contact with contaminated soil represents the greatest potential risk associated with the contamination at the Properties, and the use of MTCA Method B direct contact soil CULs is appropriate, as is the use of the ecological receptor CULs. For the Properties, the CUL for each PFAS compound is the lowest of:

- The direct contact cancer Method B CUL
- The direct contact non-cancer Method B CUL
- The CUL based on total protection for uplands ecological receptors.

In cases where the Method B CUL is below the MRL, the MRL will be used as the CUL in accordance with WAC 173-340-707.

3.1 Points of Compliance

The points of compliance (POCs) are the locations where CULs must be met. The POCs presented in this report will consist of the standard POCs for all media, as established under MTCA.

The standard POC for soil is determined by the exposure pathway upon which the soil CUL is based (direct contact or protection of groundwater), as follows [WAC 173-340-740(6)]:

- The POC is the point or points where the soil CULs shall be attained.
- For soil CULs based on the protection of groundwater, the POC shall be established in the soils throughout the site.
- For soil CULs based on human exposure via direct contact or other exposure pathways where contact with the soil is required to complete the pathway, the POC shall be established in the soils throughout the site from the ground surface to 15 ft bgs. This represents a reasonable estimate of the depth soil could be excavated to and distributed at the soil surface as a result of site development activities.

The POC is throughout the Properties, from the ground surface to 15 ft bgs.

4.0 SELECTED CLEANUP ACTION

Following collection of analytical data described in Section 2.0 of this CAP, Landau recommended and the Port selected direct excavation as the preferred remedy for the shallow soil contamination identified at Lot 31. Landau advised the Port of the alternatives such as capping contamination in place and implementing in-place remediation techniques. Landau informed the Port that there are currently very limited reliable remediation technologies to remediate PFAS contamination in place, and the area of contamination requiring remediation appears to be accessible.

The Port's selected cleanup action will result in a complete removal of PFAS contamination at levels in excess of the applicable cleanup levels from the affected area at Lot 31 and is considered to be permanent. Following implementation of the selected cleanup action, Landau will submit a report on the Port's behalf summarizing the results of the removal action with a request that Ecology incorporate it into their Initial Investigation, and Landau will request that Ecology issue a NFA determination for the Site.

4.1 Description of Selected Cleanup Action

The remedial excavation for Lot 31 will be completed using a track-mounted excavator or backhoe and will be observed by Landau. The initial excavation will be completed to a depth of 3 ft bgs in the location of soil boring SB-01 and tapered to 2 ft bgs at the sidewalls, anticipated to be generally a radius of 10 ft from boring SB-01, or approximately 27 cubic yards of contaminated soil. Concrete footings are currently in place on Lot 31 approximately 4 ft northwest of boring SB-01. In this direction, the excavation will extend to the footings and confirmation soil samples will be collected at the base of the footings.

Following completion of the excavation, Landau will collect confirmation soil samples as described above and in Section 4.3. If PFAS compounds are identified above CULs in the confirmation soil samples, the excavation will be widened and/or deepened in the desired direction. If the CULs are exceeded at the area of the concrete footing walls, the concrete footings may be demolished in order to extend the excavation and replaced at a later time.

All excavated soil will be stockpiled on and covered with PFAS-free plastic sheeting pending receipt of analytical results from confirmation samples. Once analytical results are received, validated, and confirmed to be below laboratory RLS and/or CULs, the stockpiled soil will be loaded into trucks and will be transported to Chemical Waste Management of Arlington, Oregon for disposal under an approved waste profile. The excavation area will then be backfilled using imported material and compacted so that construction at Lot 31 can resume. Landau will not oversee the backfill or compaction of the excavation and will not confirm if fill material is appropriately compacted to Lot 31's project specifications.

Excavation operators and equipment will use decontamination and PFAS-free personal protective equipment consistent with the procedures outlined in Landau's SAP (Landau 2025b).

4.2 Areas Subject to Cleanup

The approximate location of the proposed excavation is shown on Figure 2 and will include the upper 2 to 3 ft of soil from an approximate 10-ft radius of soil boring SB-01. The excavation may be widened or deepened depending on confirmation sampling results for samples collected at intervals described in Section 4.3 of this CAP.

4.3 Confirmation Monitoring Approach

To demonstrate that the cleanup requirements have been met, Landau will collect confirmation samples from the margins of the remedial excavation, in a frequency consistent with Section 6.8.3 of Ecology's 2016 Guidance for Remediation of Petroleum Contaminated Sites (Ecology 2016) and in accordance with Landau's SAP/QAPP. At a minimum, one sidewall confirmation soil sample will be collected for every 20 horizontal feet of sidewall and three base confirmation soil samples will be collected, consistent with or in excess of Ecology's guidance.

Samples will be collected and submitted for laboratory analysis for PFAS by EPA Method 1633 from depth interval(s) at or below where contamination was identified during previous sampling. Landau will request that laboratory reporting limits be below applicable CULs. All laboratory analytical data will undergo EPA Level IIB-equivalent validation and verification.

4.4 Cleanup and Restoration Time Frame and Schedule

It is anticipated that excavation of the area shown on Figure 3 will occur as an independent remedial action (WAC 173-340-510) during the first quarter of 2026.

Site restoration will be completed upon receipt and validation of confirmation sampling results showing that all PFAS contamination in excess of applicable cleanup levels has been removed from the site and that the site can be considered fully restored and protective of human health and the environment in accordance with MTCA. No institutional or engineering controls are anticipated to be part of the cleanup action.

5.0 CONCLUSIONS

Currently no model remedies are in place for cleanups of PFAS contamination; however, the selected cleanup action described in this report is consistent with model remedies for petroleum-contaminated or lead-and-arsenic-contaminated sites for removal of all media contaminated at levels in excess of applicable cleanup standards and disposal of this media at a licensed facility. Such actions are generally considered to be permanent to the maximum extent practicable.

Following completion of the cleanup action described in this CAP, on behalf of the Port Landau will submit a report summarizing the remedial action for Ecology review through its Initial Investigation process. It is likely that because the proposed remedial action will leave no PFAS contamination in place that exceed cleanup standards, no engineering or institutional controls, further monitoring, site inspections, reviews, or investigations will be necessary. Therefore, it is Landau's expectation that the results of this cleanup action will present sufficient information for Ecology to issue an NFA determination the release proximate to Lot 31 at the Vista Field Properties through its Initial Investigation process.

6.0 REFERENCES

- BMEC. 2014. Phase I Environmental Site Assessment Report, Vista Field Airport Kennewick, 6951 W. Grandridge Blvd., Kennewick, WA 99336. Blue Mountain Environmental Consulting Company, Inc. April 30.
- BMEC. 2025. Phase I Environmental Site Assessment Report, 6737 W Azure Dr Kennewick, 6737 W Azure Dr, Kennewick, WA 99336. Blue Mountain Environmental Consulting Company, Inc. May 23.
- BMEC. 2025b. Draft Report: Limited Phase II Site Investigation at Commercial Property, 6737 W. Azure Dr., Kennewick, Washington 99336. Blue Mountain Environmental Consulting Company, Inc. June 11.
- Ecology. 2016. Guidance for Remediation of Petroleum Contaminated Sites. Toxics Cleanup Program, Publication No. 10-09-057. Washington State Department of Ecology. Revised June.
- ESI. 1991. Environmental Audit Report, Vista Field Airport, Kennewick, Washington. Engineering-Science, Inc. May 16.
- Landau. 2025a. PFAS Investigation Report, Vista Field Lots, 6600 West Deschutes Avenue, Kennewick, Washington. Prepared for Port of Kennewick. Landau Associates, Inc. October 17.
- Landau. 2025b. Sampling and Analysis Plan and Quality Assurance Project Plan, Port of Kennewick—Vista Field, Kennewick, Washington. Prepared for Port of Kennewick. Landau Associates, Inc. August 7.

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Legend

- █ Vicinity of Lot 31 as Shown on Figure 3
- █ Tax Parcel

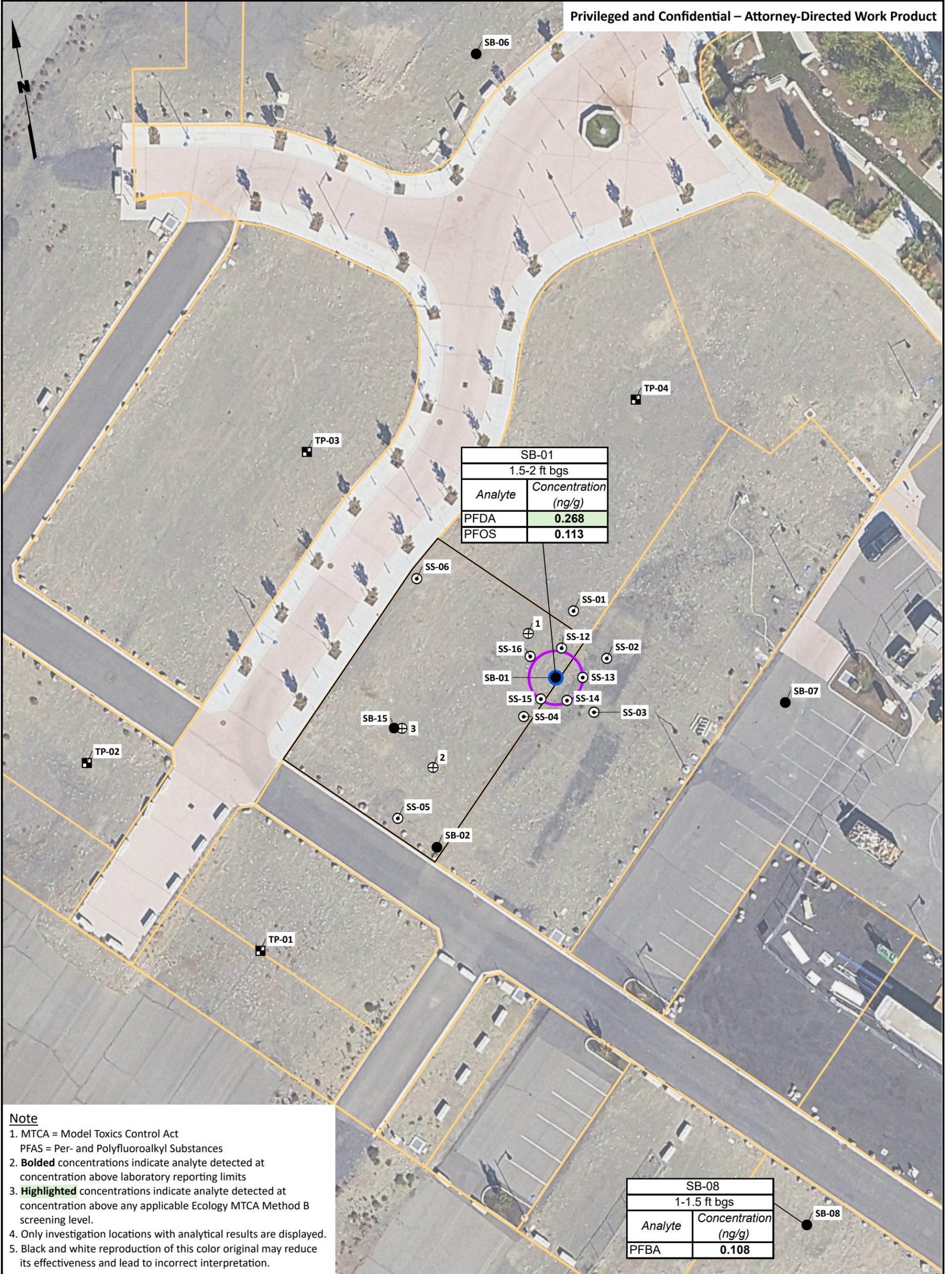
Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Data Source: Benton County; Blue Mountain Environmental Consulting.
 Base Map Source: Google Aerial Imagery, 2025.



Privileged and Confidential – Attorney-Directed Work Product





FOR IMMEDIATE RELEASE – January 23, 2026

Media Contact: Tana Bader Inglima, Port Deputy CEO | 509-948-3514

MEDIA ADVISORY

Port of Kennewick Makes Vista Field Cleanup Action Plan Available for Public Review

KENNEWICK, Wash. – The Port of Kennewick invites the public to review and comment on its Cleanup Action Plan to address a small area of contaminated soil at a property within the Vista Field development. The Port is making the Cleanup Action Plan available for review and comment through February 10. Comments may be made online <https://vistafield.com/pfas/> or provided in person at the Port of Kennewick's regular Board of Commissioners meeting, February 10, to be held at 2:00p.m., within the port offices at 350 Clover Island Drive, Suite 200 Kennewick, WA 99336. A copy of that plan can be accessed at: [Landau Vista-Field-Cleanup-Action-Plan -Final-011226.pdf](#).

The cleanup consists of excavation and removal of soil that shows evidence of PFAS contamination (approximately 30 cubic yards—roughly 2.5 to 3 dump truck loads of dirt), which will be transported to a licensed disposal facility. Before the area is backfilled with clean soil, confirmational samples will be taken to ensure the remaining soil does not exceed applicable cleanup levels. Following the work, Landau Associates (Landau) will provide Washington Department of Ecology (Ecology) a summary report and request a “No Further Action” determination.

The Port was informed in June 2025 that soil samples collected at a property by the owner during construction activities contained low concentrations of per- and polyfluoroalkyl substances (PFAS). In response, the Port initiated additional sampling at the subject property to confirm the initial findings and expanded sampling across the broader 103-acre Vista Field area. The Port hired Landau to evaluate the presence of PFAS at Vista Field utilizing a sampling methodology that meets Ecology standards. Results from samples collected by Landau in September 2025 and December 2025 show that only one localized area requires clean up; thereafter Landau prepared the proposed cleanup action plan.

The Port has worked closely with the Lot 31 property owners and appreciates their cooperation and patience throughout the environmental testing and evaluation process. Once the cleanup is completed, the Port will be able to move forward with the parking lot and utility improvement projects at Vista Field that have been on hold since last summer.

###

Port of Kennewick is an economic development entity focused on developing assets to create sustainable family-wage jobs, build infrastructure, and user-friendly transportation systems and enhance the quality of life within the port district.

OAK STREET INDUSTRIAL PARK LAND SALE

1620 E. 7TH AVE, KENNEWICK

TERMS HIGHLIGHT:

- ✓ Land only
- ✓ Fee simple purchase
- ✓ Purchase price - \$200,000
- ✓ 4% commission per Port's Land Sale policy [Resolution 2022-44]
- ✓ 1.13 acres, more or less
- ✓ Statutory Warranty Deed with restrictive covenants
- ✓ Mutual Access Easement Agreement
- ✓ Simultaneous closing with buildings (Meares)
- ✓ Post closing – port to fence property line northwest edge.



COMP SCHEME

(COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS)

What is a Comp Scheme?

How does the Comp Scheme "fit" with other documents?

What does the Comp Scheme say?

WHY does the Comp Scheme say what it says?

When can the Comp Scheme be changed?

PORT of KENNEWICK

EXHIBIT C

NOTE: The following presentation is a quick 40,000-foot look at various Port of Kennewick documents and policies

WARNING: if any Commissioner wishes, Peterson will spend hours one-on-one going into detail on the what, where, why and how much of items covered in the Comp Scheme and/or 2-year work plan.

Port legal counsel and/or CEO may correct errors and/or omission at any time during this presentation

Disclaimer: For a deep dive into the fascinating minutiae contained in the budget contact Mr. Kookier directly

January 27, 2026

What is a Comp Scheme?

GENERAL ANSWER: Overall WHAT Plan with a 10+ year Horizon

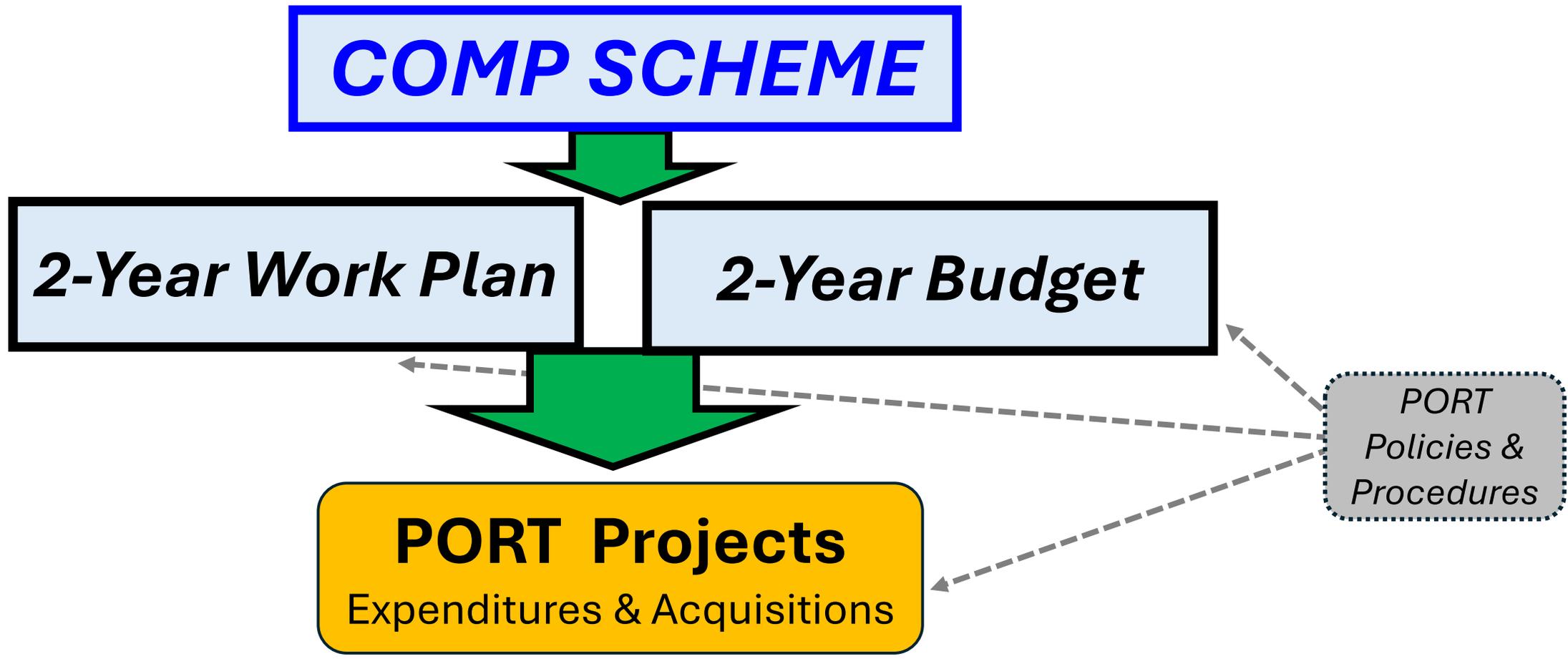
TECHNICAL ANSWER

Port's Comp Scheme is a legally required document (RCW 53) which lists:

- Port's assets;***
- Improvements planned to those assets;***
- Assets the Port might consider divesting;***
- Assets/types of assets the Port might consider acquiring;***

How does the Comp Scheme "fit" with other documents?

GENERAL ANSWER: Comp Scheme is THE basis for all other Port Plans, Budgets & Policies



What does the Comp Scheme say?

GENERAL ANSWER: Focus on Redevelopment Infill Projects

EXPANDED ANSWER

- Vista Field Redevelopment is the Port's #1 Priority;
- Kennewick Waterfront Revitalization is another Port Priority;
- Pursue Fewer projects, select Projects with Greatest Benefit;
- Continue to Secure Grant funding Opportunities;
- Remain Focused on Containing Operational Expenses;
- Remain Solidly Focused on Core Redevelopment efforts, avoid deviation due to External Entities;

WHY does the Comp Scheme say what it says?

GENERAL ANSWER: Port Identified the Best Efforts to Enhance the Economic Conditions within the District

EXPANDED ANSWER

- ***Port intends to Catalyze Economic Activities in areas overlooked by Private Sector investment;***
- ***Port intends to “Thread the Needle” to bring New Opportunities forward while Avoiding Private Sector Competition;***
- ***Avoid Duplication “Others” {Sister Ports, municipalities, private sector} Efforts as No Net Gain is Realized;***

When can the Comp Scheme be changed?

GENERAL ANSWER: Whenever Commission Deems Necessary, although Frequent Course Changes Impede Meaningful progress

EXPANDED ANSWER:

- ***Comp Scheme amendment requires a Public Hearing with Notice, so “Spur of the Moment” changes are Not Allowed;***
- ***Pursuit of Arising Opportunities can occur, provided Proper Amendment process is Followed;***
- ***Constant “Course Changes” makes Challenging the Arrival at meaningful Goal or Destination;***

PORT of KENNEWICK

EXHIBIT C

COMP SCHEME

(COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS)

Unscripted and Unapproved comments from Peterson

- #1)** The Hardest and Possibly Most Important Commission decisions are not which Projects the Commission Approves, but to which Projects the Commission says NO.
- #2)** The "Benefits Beyond Boundaries" rationale explains why the Port efforts and dollars are Focused on a Few Projects, rather than "Spread like Peanut Butter" across the district.
- #3)** POK Deviation from Traditional Port Activities & Projects {Land Extensive Industrial, Warehouse & Transportation Projects} is sometimes Questioned and this is When the WHY Rationale needs to be Remembered. ... and If the Commission can No Longer Justify the Current Course it might be time for a Course Correction AKA Comp Scheme Amendment

January 27, 2026

Memorandum

To: Tim Arntzen, COE
From: Larry Peterson, Director of Planning & Development
Date: July 8, 2022
Re: Port Mission directs Port Actions including Budget & Workplan

DELICATE BALANCE - DISCUSSING POLICY

Attempting to condense major philosophical questions which have enormous implications on the Port's budget and bi-annual work plan has proven challenging. Complicating this matter further is the delicate presentation of policy matters in a way which highlights implications of choices available and refreshing memories as to why certain activities were initiated without crossing the line into making policy decisions. Stating prior policy decisions and the rationale for those decisions together with listing possible considerations for future decisions hopefully provides the policy makers (Commission) with useful information when deciding which activities to pursue and fund.

The Port of Kennewick's overall goal has been improving the economy and enhancing the quality of life. These words are printed in the port's guiding documents and repeated and reprinted time and time again. So, what the Port pursues and possibly more important, foregoes, should align with whatever the accepted mission is at that point in time. The Port intends to act as a catalyst (agent initiating reaction) for the economy in areas of unmet demand. This involves delicately "threading the needle" between bringing new opportunities forwards while avoiding competing directly or indirectly with the private sector.

HISTORY - PRIOR PURSUITS

Prior decades saw the Port and citizens support pursuit and development of land extensive agricultural uses to support the 500,000+ of acres opened to crops with the provisions of irrigation water from the Columbia Basin Project following WWII. The Port was a major player in the establishments of the chemical plants and cold storage facilities in the east Kennewick and Finley areas in the 1960's and 1970's. Then the focus shifted to provision on low-cost industrial space to manufacturing firms and companies perfecting new endeavors based upon technologies created at/for the HANFORD site. Those prior efforts were aligned with the demand ... and more important the support of the tax paying community.... those were the right efforts at that time.

Manufacturing jobs remain important to the local and regional economy and the port is not negating that importance. The port has acknowledged that "others" (sister ports, municipalities, private sector) are meeting those needs for industrial lands & manufacturing space. The Port has concluded that yet another warehouse, which the private can and is constructing does not provide an unmet opportunity for economic growth and in fact would simply serve to compete with the private sector and the efforts of other public entities within the region. The port has also observed that the trends and economic conditions which resulted in a near universal pursuit of those manufacturing jobs in prior decades have changed to the point where manufacturing is

migrating to locations with lower labor costs (right to work states, developing countries) and 'relaxed' environmental laws. *The Port has directly experienced former tenants vacating port development buildings and relocating their manufacturing operations (i.e. jobs & investment) to right to work states and developing nations.*

Manufacturing opportunities still exist although fewer in number and with far greater competition and expectations. The Port of Kennewick has sought the path with brings new opportunities to the community and local economy, not just to be one more shovel ready site to see on the prospect's multiple state tour.

CHANGING FOCUS – INDUSTRIAL to REDEVELOPMENT

Port districts are one, if not the nimblest public agencies in the State of Washington and ports have the legal ability to guide, not just follow the economic trends. Enabling legislation has evolved allowing ports to pursue redevelopment roles in addition to the traditional land extensive industrial activities. These changes were in response to industries leaving the region with little to no expectation of return where a new or reclaimed use of those former industrial sites were needed. *(example: Port of Bellingham lost the timber export industry but retained the contaminated waterfront land and sought similar reuse, however after decades turned to mixed use redevelopment as a viable economic generator for their community)*

The Port of Kennewick has primarily directed actions for the last 25 years towards redevelopment activities and quality of life enhancements. Beyond the decades long efforts to plan for an expanded Clover Island the port's first major infill redevelopment project was the Spaulding Business Park (SBP) in Richland's Island View (Wye) area. The SBP project involved assembling multiple parcels into one larger site, installation of infrastructure and implementation of design standards beyond city regulations. The result within the SBP boundary is 30+ acres and 220,000+sf of buildings on the tax rolls and over 450 jobs. The real question about positive impacts contemplates to what degree did the SBP influence development and redevelopment efforts on the surrounding 150+ acre area.

Overlapping the SBP the port was also pursuing more traditional industrial activities such as the Dickerson Industrial Park (SR-395 frontage now known as Southridge) and warehouse building expansion at Oak Street. Imagine if the Southridge area had developed as industrial sites as envisioned as recently as the port's 2002 marketing materials rather than the medical (Trio Hospital) and retail area that it has become. Possibly intentionally or possibly without realizing the port was turning into a redevelopment entity while still retaining the ability the pursue industrial development which was comfortably familiar.

The mid 2000's into 2012 saw further movement towards redevelopment projects with the acquisition of properties along Columbia Drive once the port acknowledged expanding Clover Island by filling the Columbia River was unrealistic. Expansion of the island's waterfront influence was however possibly by the acquisition of the nearshore properties on Columbia Drive. During this period the port was courted by the Badger Mountain South developer, and to a lesser extent

the City of Richland, to pursue a wine oriented industrial type of development. After consideration the port redouble efforts to support prior investments in the Island View area which involved completing infrastructure improvements within the SBP and supporting the City's efforts to enhance roadways (Fowler) in the area.

During this period did the port only pursue redevelopment activities? No. Concurrently while the SBP and Southridge areas were being sold to the private sector the port swapped land with the private sector in West Richland to catalyze development of wine industries on an industrial scale. The port swapped 11 acres of Van Giesen frontage for 15 acres of improved industrial ground on Keene Road in an effort to capture some of the production demand generated by the adjacent Red Mountain AVA while helping to avoid loss of prime vineyard lands if those production facilities had been constructed within the AVA.

This effort involved a world renown wine maker (*Randall Graham*) stating his intention to corner the world's Riesling market from West Richland while standing amongst the sagebrush. A subsequent land lease with the port resulted in the construction of the Pacific Rim wine production facility followed a few years later by a doubling in size of the facility. This land swap also yielded the Black Heron Distillery and the Benton County Fire District #4 Station #430. Since that time further wine production facilities have located on Keene Road and yet the 11 acres fronting on Van Giesen, which the port previously owned, remains vacant. One conclusion being .. strategic efforts yield results.

Vista Field is far and away the port's most ambitious redevelopment project to date. Size alone dwarfs prior projects and when the new to market new urbanism development pattern is applied the sheer enormity of the effort comes into view. The Commission from the beginning of the EIS process in 2012, thru master planning in 2014 & 2015, design negotiations in 2016 & 2017 and design, bid and construction in 2018-2021 has continually stated Vista Field to be the port's #1 priority. Phase #1 infrastructure is complete, and land is now being marketed to the private sector to construct the buildings, all with the goal of creating the "place" the citizens envisioned back in 2014. The Vista Field redevelopment project is still in the infancy stage, and it seems apparent to many that significant attention and support will be necessary over the next several years for the potential of Vista Field to be realized.

FOCUS EVOLUTION - RATIONALE

So as the port has slowly evolved from traditional port industrial efforts in the 1990's to primarily being a redevelopment entity the Comprehensive Scheme of Development (Comp Scheme) was updated in 2016 to reflect this change of course and identity {2016 Comp Scheme references the word "redevelopment" 40+ times whereas "industrial" is mentioned less than 10 times}. So, the evolution from industrial to redevelopment focus occurred, but the why might need to be addressed. Land holdings and building inventory of the port were considered along with the holdings of sister ports, municipalities, and the private sector to identify unmet needs or niches. This seeking of an unmet demand is not because the port is afraid to compete head-to-head with other ports, cities or the private sector for certain users or tenant but rather the port tries to

avoid duplicating efforts of fellow government entities and takes great care to avoid competition with the private sector. Duplication of efforts with each port having a dock, rail spurs and warehouse serves only to dilute the value of each of those efforts and assets because the businesses simply seek the best site/deal within the region, not within the boundaries of a certain city or port district.

The Vista Field Airport is possibly the best regional example of duplication of efforts with taxpayer money. The aviation community had much love and support for the Vista Field Airport however upon analyzing the costs, benefits and opportunities through the EIS process it was difficult for even the aviation community to justify spending the amounts of taxpayer funds involved each year for the airport. It was a bold step by the port to ask the basic question “is this the best use of the public’s assets and taxes?”

Another consideration in this evolution are study and survey findings from organizations such as the Tri-City Regional Chamber and TRIDEC which identify the Tri-Cities scores high in 1st tier factors such as available land, energy rates, transportation networks and educated labor force and much lower on 2nd tier elements related to quality of life. The port’s projects for the last decade have been heavily focused on addressing this identified deficiency... quality of life.

Finally, over the last 5-7 years even the non-port projects which the port has provided funding are in-fill/redevelopment/new urbanism type projects. Columbia Park Trail improvements within Richland’s Island View checked all the boxes by including “road diet” revisions to reduce rather than expand vehicle travel lanes in an in-fill/redevelopment area and specifically enhancing the port’s prior SBP project. Projects such as Washington Street improvements or the committed Center Parkway involve transportation enhancements in in-fill locations which support land development of higher intensities. Whether Columbia Gardens, Vista Field or partner projects, of late the port has elected to only participate with in-fill/redevelopment projects and has foregone the decades prior pursuit of greenfield redevelopment.

REDEVELOPMENT -BENEFITS

Redevelopment efforts are undertaken not just to bring new life to a specific parcel but rather in a coordinated effort to reinvigorate a whole neighborhood. Island View in Richland and Bridge to Bridge are two examples of those neighborhoods. “Benefit beyond boundaries” is a phase used in the redevelopment game which is an abbreviate way to explain the intent is redevelopment on Parcel A catalyzes reinvestments by others on Parcels B & C which leads to further enhancement of Parcels D through Z. That is the intent of the Columbia Gardens, Willows and Cable Greens projects...to catalyze redevelopment of the Bridge-to-Bridge area.

Greenfield development to open more raw land for development is not simply a matter of using taxpayer dollars to compete with the private sector looking to do the same, but also competing with the private sector that has previously made investments in the community. In this way port involvement with greenfield development competes with the entire community. Efforts to enhance “what you’ve already got” rather than “forgetting about your current stuff cause one

must have that new thing” avoids abandonment of prior generation’s investments. The port’s redevelopment focus seeks to maximize the values of the community’s assets (existing roads & utilities have tremendous value) and the investments of current citizens and businesses, both which pay taxes, in many situations for decades.

Redevelopment provides that niche or narrow band of acceptable operation where the port can function as an economic catalyst without the perception of competing with the private sector. Columbia Gardens is an excellent example of this situation. Many times, the question has been posed of “why Columbia Gardens?” but never has the statement “how dare you compete with the private sector to purchase and redevelop that area” been uttered. Lacking statistics but utilizing recent memories one would see buildings across from Columbia Gardens being fixed up and new businesses opening; a complete trend reversal from just 8 years prior. Changing the value/investment trendline for a given area is the intent of the redevelopment efforts.

Those that crafted the laws enabling the creation of port districts knew economic development seeds take years of tending to bear fruit. Vineyards and alfalfa are great examples of these extremes with vineyards taking 4-5 years to yield a profitable crop whereas alfalfa can be planted in the spring and cut four times during the season. The alfalfa has a near instant return where the vineyard takes longer but has a much greater overall return. Both crops are needed but most don’t have the patience or financial ability to wait for the vineyard. Port districts were created to foster those economic development activities which take longer to sprout than the private sector can wait and for those activities which do not meet the private sector ROI expectations yet which overtime yield enormous community benefits. These redevelopment efforts take years to bear fruit and are sometimes difficult to explain to those with a 2 - 4 year focus, which is one of the reasons Port Commissioner terms are 6 years. Port districts are well suited to “play the long game.”

POLICY QUESTIONS – DIRECTING FUTURE ACTIONS

Below is a listing of some of the policy questions when answered should help establish, explain and justify future project pursuits. Order may or may not logically flow as the numbering is more intended as a point of reference while discussing. {it is acknowledged there is some editorial comment contained within the questions}

- 1) Does the Commission concur with the redevelopment focus identified in the 2016 Comp Scheme?**
 - 1a) If so, does the redevelopment focus mean the Commission intends to only pursue project(s) meeting the in-fill/redevelopment criteria and thus avoid involvement in greenfield activities?**
 - 1b) If not which types of industrial activities should the port resume pursuing?**

- 2) Is the Vista Field redevelopment project still the Commission's #1 priority?**
 - 2a) If so, does the Commission believe Vista Field requires additional attention (i.e. time & money) to realize the community's vision or does the Commission feel the project is sufficiently established to prosper without additional attention?**
 - 2b) If not what project/pursuit holds the new #1 position?**

- 3) Is the Historic Waterfront District redevelopment project the Commission's #2 priority?**
 - 3a) If so, how do the project needs fit with other projects both of higher and lower priority?**
 - 3b) If not what priority, if any, does this project receive?**

- 4) How important is avoiding competition with the private sector?**

AGENDA REPORT

TO: Port Commission
FROM: Tim Arntzen, Chief Executive Officer
MEETING DATE: February 10, 2026
AGENDA ITEM: Resolution 2026-03; Landau Associates, Inc; Contract Amendment #5

- I. REFERENCE(S):** Resolution 2026-03 and Landau Associates, Inc. Contract Amendment #5
- II. FISCAL IMPACT:** \$110,900
- III. DISCUSSION:** On July 18, 2025, the Port contracted with Landau Associates, Inc. to perform environmental services for the Port's Vista Field redevelopment site. Following initial soil sampling and Landau Associates, Inc. created a Lot 31 Clean Up Action Plan acceptable to the Department of Ecology. The next step is to have Landau Associates, Inc. implement that Clean Up Action Plan and work with us to secure a determination by Ecology of No Further Action.

To that end, Landau has proposed additional tasks to excavate, sample and remediate that site, including project management, request of the No Further Action determination, and a contingency for additional excavation and disposal if required.

Based on these tasks, Landau estimates an additional amount of \$110,900 for remediation activities, resulting in a total project budget of not to exceed \$426,900. Note that these costs are estimates; actual costs will depend on the Port's needs during execution of the scope. Also, note the Contingency Task (estimated at \$28,700) is included so that, while not anticipated, should PFAS compounds be detected at concentrations above MTCA Method B CULs in any of the confirmation soil samples, Landau will return to Lot 31 to direct an additional remedial excavation and widen the previous excavation extents. *Contingency Task will only be expended upon receipt of express permission by the Port.*

The proposed contract amendment (#5) would allow Landau to implement the Clean Up Action Plan and the No Further Action determination request necessary to ensure no PFAS-related reasons remain for pausing Vista Field development. Per the CEO's Delegation of Authority, Change Orders over \$100,000 must be presented and approved by the Board of Commissioners.

IV. ACTION REQUESTED OF COMMISSION:

MOTION: I move approval of Resolution 2026-03 authorizing the Port's Chief Executive Officer to execute the contract amendment (#5) with Landau Associates, Inc.; for a sum not to exceed \$110,900. Further, the Commissioners hereby ratify and approve all action by port officers and employees in furtherance hereof; and authorize the Port Chief Executive Officer to take all action necessary in furtherance hereof.

PORT OF KENNEWICK
Resolution No. 2026-03

**A RESOLUTION OF THE PORT OF KENNEWICK BOARD OF COMMISSIONERS
APPROVING CONTRACT AMENDMENT #5 WITH LANDAU ASSOCIATES, INC. TO
PERFORM PFAS-RELATED ENVIRONMENTAL CONSULTING SERVICES FOR THE
PORT'S VISTA FIELD REDEVELOPMENT PROJECT**

WHEREAS, on July 18, 2025, the Port contracted with Landau Associates, Inc. to provide the Port of Kennewick (Port) with environmental consulting services associated with Vista Field Properties; and

WHEREAS, additional work is required for excavation and disposal of Per- and Polyfluoroalkyl Substances (PFAS) contaminated soil identified at the property line of the Lot 31 Property; and

WHEREAS, excavation and disposal activities will be performed in general accordance with the Cleanup Action Plan (CAP); and

WHEREAS, the proposed scope of additional services requires a new Task 7 (Lot 31 Remedial Excavation and Disposal), a new Task 8 (No Further Action [NFA] Determination Request), and a contingent Task 9 (Lot 31 Additional Excavation and Disposal); and

WHEREAS, the proposed scope also increases the total budget for Project Management, and shifts unused budget from developing the Cleanup Action Plan and Preliminary Site Characterization to Tasks 7 and 8; and

WHEREAS, Landau Associates, Inc. has presented a proposal to perform these additional Tasks for a sum not to exceed \$110,900; and the CEO's Delegation of Authority, states change orders over \$100,000 must be presented and approved by the Board of Commissioners.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Port of Kennewick does hereby authorize the Port's Chief Executive Officer to approve the proposal by Landau Associates, Inc. to provide additional cleanup, remediation, and project management services at Vista Field, in an amount not to exceed \$110,900.

BE IT FURTHER RESOLVED that the Port of Kennewick Board of Commissioners hereby ratify and approve all action by port officers and employees in furtherance hereof; and authorize the Port Chief Executive Officer to take all action necessary in furtherance hereof.

ADOPTED by the Board of Commissioners of the Port of Kennewick on the 10th day of February 2026.

PORT of KENNEWICK
BOARD of COMMISSIONERS

By: _____

KENNETH HOHENBERG, President

By: _____

SKIP NOVAKOVICH, Vice President

By: _____

RAUL CONTRERAS GONZALEZ, Secretary