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VISTA AIRFIELD
DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC COMMENTS

Tri-Cities Visitor & Convention Bureau
7130 West Grandridge Boulevard
Kennewick, Washington 99336

January 24, 2013

7:00 p.m.

BRIDGES REPORTING & LEGAL VIDEO
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1030 North Center Parkway
Kennewick, Washington 99336
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1 P R O C E E D I N G S

2
3 MR. MEHAFFY: So welcome to you all.

4 This is a public hearing, and I'll explain a little
5 bit to you about how this is going to work.

6 We've got a stenographer who is going to
7 record your comments as you come forward. I'll call your
8 name.

9 The way it's going to work is you'll come
10 forward, and I'll know your name, I'll ask you for your
11 name ahead of time and I'll read it off the list, two
12 names -- the person who is going to speak and the person
13 who is going to speak after them -- so you'll know and
14 we'll be able to move quickly.

15 Before we begin, we would like to start with
16 the Pledge of Allegiance, as all the Port meetings do.

17 (Pledge of Allegiance.)

18 MR. MEHAFFY: Okay, so as I said, tonight
19 we're here to get your oral comments on the report, and
20 really on any other aspect of the project that you want
21 to go on the record. And I want to stress that this is
22 one of a number of opportunities for you to comment on
23 the record.

24 And this is not a debate tonight. It's a
25 formal hearing giving you the opportunity to get your

1 comments on the record. Everybody's comments, as I said,
2 will be recorded by the stenographer and the transcript
3 will appear in the final report, along with a response.

4 We will take into account the evidence that
5 you present in all of the comments and any modifications
6 that we deem are necessary, according to the evidence
7 presented.

8 So, again, it's very important for everyone
9 to speak in turn and not interrupt anyone else. If you
10 are not already signed up, everybody is signed up, I
11 assume, who wants to speak? Good. Good.

12 So I think what we'll do is allocate about
13 five minutes for everybody, Larry, I think --

14 MR. PETERSON: That should be fine, sir.

15 MR. MEHAFFY: -- we'll be in good shape.

16 So what we'll do, if I run out of time, if I cut you
17 short, we'll have the opportunity for you to come back at
18 the end and we'll have some additional time. But what
19 we'll do is, I'll hold this up, give you a warning of one
20 minute, and then after that, I'll tell you that the time
21 is up.

22 So, again, I want to emphasize that this is
23 only one of the opportunities for comment, and you may
24 also submit your comments directly to the Port in writing
25 or in e-mail, and here is the e-mail address and the

1 Port's address. And note that all comments are due by 5
2 p.m. on Monday, February the 11th.

3 Again, regarding the subject matter, you're
4 welcome to comment specifically on the draft conclusions
5 -- I'm going to talk about those in just a moment, run
6 through those -- on the methodology that we used on other
7 parts of the report and really on anything that you feel
8 is germane to the study and to this issue.

9 And I would ask you not to bring in
10 irrelevant issues. I'm not going to interrupt anyone,
11 you're free to say what you want to say, but I would only
12 ask you to use your good judgment. Keep your remarks
13 focused, please, and avoid personal attacks on others.

14 So what I'm going to do now is briefly
15 describe the general process that we're following with
16 this report, which has very specific requirements to
17 comply with the law and to be fair to all parties.

18 So I think as most of you know, the draft
19 study and the EIS was released the Thursday before last,
20 January the 10th, and we're now in a 30-day comment
21 period.

22 We've made major announcements of this in the
23 media and through direct contact with affected parties.
24 Again, we've published the e-mail address, as you've
25 seen, where interested parties may send their comments,

1 as well as, of course, the Port's mailing address and, of
2 course, we have the formal hearing tonight, which is
3 required as part of this process.

4 At the end of this 30-day period, as I
5 mentioned, we'll complete the final report, it will go
6 online and there will be announcements of that in the
7 media, and the Port will also provide notice of the
8 availability of the final report and the EIS to anyone
9 who comments either tonight or in writing, as long as you
10 give your contact information and indicate to us that you
11 want to be notified.

12 As I think we're all aware, this study looks
13 at the impacts of three options: keeping and expanding
14 Vista Field or, alternatively, closing and redeveloping
15 Vista Field; and it compares those to a "no action"
16 alternative, as required by the State Environmental
17 Policy Act.

18 And this has been a very formal process
19 governed by the structure of the SEPA process, and as
20 many of you know, we've done a lot of public outreach and
21 public involvement to give the members of the community
22 an opportunity to present all of their information and
23 their ideas.

24 And there's been, of course, a great deal of
25 fact-finding research and investigation that we've done,

1 with the assistance of some leading experts, agency
2 officials, and sources of data that are available for all
3 the issues that we looked into.

4 I would like to just stress, again, the
5 impartiality of this team, and what I do believe is the
6 fairness of this process. I know it's been
7 controversial. We were, as you, many of you know, we
8 were selected by a panel that included not just the Port
9 of Kennewick, but representatives, other representatives
10 of local governments, stakeholders, and members of the
11 public.

12 And joining us on our team are some of the
13 top regional and national experts in aviation, economics,
14 environmental engineering and other disciplines. And as
15 I've said before, none of us is from, or has previous
16 ties to, the Tri-Cities.

17 As we've said repeatedly, our professional
18 reputation rests on our integrity as honest brokers who
19 will call them as we see them.

20 So the goal of the public process has been to
21 bring together the key experts with the key stakeholders
22 to identify the best possible case for each of the two
23 scenarios, plus the "no action," which is self-defined,
24 and not for us, as consultants, to make that choice, but
25 to help the Port and the community to make that choice,

1 based upon the best information of the alternatives that
2 are available.

3 And so our first job was to research the
4 issues and work with stakeholders to understand the
5 concerns, that's called a scoping process. We started
6 off with a scoping meeting in this room, back on October
7 the 4th, where we asked key questions and discussed the
8 issues with members of the public, followed by breakout
9 issues on economics, aviation, urban planning,
10 environmental issues, and others.

11 We met with key stakeholders individually,
12 including City of Kennewick, as you see here, surrounding
13 business owners, the pilot community, Kennewick
14 Irrigation District, public facilities board, Convention
15 and Visitors Bureau, state agencies, tribal leaders, and
16 quite a few others. And, of course, we met with members
17 of the public, including people who support the airport
18 and people who oppose the continued operation of the
19 airport.

20 And we had intensive media outreach, as you
21 know, including a number of articles in the newspaper,
22 advertisements, telephone interviews, and other ways of
23 getting the word out that this is a public process, a
24 transparent process, and as this KNDO news report put it,
25 "now's your chance to tell the Port of Kennewick how

1 you'd like to see Vista Field in the future."

2 So we've really made an effort to explain
3 this choice to the public to help the community to
4 understand the issues and to get involved in exploring
5 the alternatives.

6 And, just briefly, I'll run through some of
7 those issues for those of you who haven't seen it. We
8 asked in the first scoping meeting, what is the baseline
9 of activities, the current positives and negatives, since
10 there's been some controversy about that.

11 Second, we wanted to look at the optimum
12 alternatives for expanding the airport and/or associated
13 development. And then if it's decided not to keep the
14 airport open, we want to look at the optimum alternatives
15 for a phased closure and the impacts from that.

16 And then, fourth, we want to know the
17 alternatives, how they actually compare on a number of
18 different issues, and cost is one of those, only one of
19 those. There's feasibility issues, there's other kinds
20 of impacts that have to be weighed as well, and the
21 community has to make those choices.

22 And, finally, perhaps most important in the
23 long run, we want to know how we can help to move beyond
24 a rearview analysis and understand the real opportunities
25 that are here for the region and for the Port, in

1 particular, how this site can play a role in that, in
2 things like economic development, job growth, fiscal
3 responsibility, quality of life issues, and what we hope
4 are, certainly our goal throughout this process has been
5 to have a shared positive vision of the opportunity ahead
6 coming out of the current period of controversy.

7 And I do want to emphasize to you, I know
8 there has been some continued debate and difference,
9 strong difference of opinion about the future of the
10 airport, in particular, but I do want to emphasize the
11 positive vision that has come out of this process that
12 has been shared, frankly.

13 And I find that very encouraging, that there
14 are people who, regardless of whether the airport
15 continues or does not continue, do believe there's an
16 opportunity for more mixed use, vibrant, walkable
17 synergies between different businesses and all the other
18 things.

19 And so in spite of the cost of this study,
20 which there's been some frustration about, I understand,
21 I think one positive outcome of this process has been an
22 opportunity to think, in the bigger picture, about what
23 the opportunities are for the region and for the Port, in
24 particular.

25 And so I hope that this has begun or helped

1 to facilitate a kind of civic conversation about that to
2 clarify some of those issues, regardless of what the
3 particular decision is on the airport.

4 So before I run through the key conclusions
5 of the report, I want to briefly show here some of the
6 drawings that emerged from this charrette process, which
7 I think there's some terrific stuff, and I've heard some
8 feedback from the members of the community thinking that
9 as well, that folks did want a better quality of
10 development, more amenities, more mixed use, something
11 that would help to attract dynamic new businesses and
12 their employees to the Tri-Cities.

13 Many people spoke about wanting to have that
14 and having distinctive amenities that set the community
15 apart, and I think we can say, with hand on heart, that
16 both of the alternatives would provide those things.

17 And so the expansion alternative was this --
18 again, just a couple of slides I'm going to run through
19 here from the charrette process -- where there was a
20 cycle of workshops and breakouts and particular topics
21 that were looked at, experts who looked at technical
22 briefings and evaluations of various issues and then
23 refining the drawings and producing those.

24 And the airport option was, we call it the
25 mini-aerotropolis. There's a concept known as an

1 aerotropolis, which provides synergies between an
2 airfield and the surrounding businesses.

3 And the interesting thing is that you have
4 already a number of those surrounding the current Vista
5 Field. So that looked like a very intriguing opportunity
6 coming out of the charrette to go ahead with an FBO
7 facility that is a very high quality, permanent facility,
8 that shows the commitment to the airport and caters to a
9 wider community in a much more aggressive kind of way,
10 providing other amenities to establish an iconic identity
11 -- landscaping, artwork, signage, a vineyard theme --
12 which was a nice idea, I think as well, kind of tying
13 into some of the regional marketing concepts --
14 additional off-site hangers with gates, and a framework
15 for mixed-use development around the airport, including
16 new streets, an axial connection to the entertainment
17 district, synergies with existing businesses, and so on,
18 as we talked about.

19 So this is a pattern language concept that
20 the Port has been using for its previous project and one
21 that we developed in the workshop.

22 Some of this material is in the Appendix C,
23 as well as in the Section 2 of the report, some of the
24 elements that came out of the previous studies as well as
25 the current study.

1 The terminal and FBO, something that is
2 really, expresses permanence, amenities, esthetics that
3 tie into the regional characteristics, mixed use around
4 the airport.

5 Looking at some precedents, there's one in
6 Scottsdale, Arizona that we studied, and so there's the
7 concept of where our terminal could go, the activated
8 edge, the new hangers and mixed use, walking trails and
9 other amenities, and then the surrounding development, if
10 -- and it's outside the scope of the Port's area -- but
11 the key goal in both scenarios would be to have greater
12 synergies with the entertainment district and the
13 surrounding development, and you could have quite a
14 terrific development there.

15 That access to the northwest would be key, we
16 think, in both of those schemes to be able to have that
17 good connection to Columbia Center Boulevard and to the
18 freeway and to all the other elements that are to the
19 northwest there.

20 And so, again, the connectivity is a
21 challenge for both of those scenarios. I just want to
22 show you, very quickly, some of the images of what that
23 scene would look like in a birds's eye view. And then
24 running through the development alternative, you'll see
25 some similarities, again, a mixed-use framework

1 connecting to the shopping and the flex industrial area.

2 In this case, using the lineal form of the
3 airport as a kind of sequential space of public open
4 spaces with amenities around those, water features and
5 civic amenities, and that river walk concept could be
6 applied in either scenario.

7 Phased closure and redevelopment. Allowing
8 the growth of this mixed use, the concept came up of a
9 "Downtown for the Tri-Cities," as it was called, and so
10 there was a pattern language that was developed for that
11 very outline form that would need to be developed a
12 little more.

13 Town Center Concept, there are a number of
14 precedents we looked at, projects I've been involved in,
15 Hillsboro, Oregon, other precedents that are well
16 understood in terms of the retail economics and the way
17 they work, there would be some challenges to look at,
18 certainly, in either scenario, but both of them have
19 strong precedents that show how they could work
20 economically.

21 And then various amenities, the parks and
22 other things. A more aggressive concept would be the
23 river walk concept. Another concept we looked at is the
24 notion of co-location, something called industrial
25 ecology, where you put businesses together that feed each

1 other, and this would be true for both scenarios.

2 There is the scheme that we produced as a
3 result of the charrette, the chain of open spaces there.
4 Again, the surrounding community, the entertainment
5 district that could also be tied into that and, again,
6 you could have the water features and the other elements.
7 Once again, that northwest access is really critical
8 there.

9 There's a little bird's eye view that our
10 colleague, Lawrence Qamar, did of that as well, and
11 there's, again, the same bird's eye view from the
12 perspective that you saw before.

13 So, again, there's that -- see if this has a
14 laser pointer -- there it is, that access right there, in
15 both schemes, that's, we considered that access critical.
16 And so there's the runway, you can see the length of the
17 runway becomes the main street, in effect, and then the
18 entertainment district next to that.

19 So those are the two alternatives that we
20 developed in the charrette as part of developing the
21 materials that we heard from the stakeholders previously,
22 some of the concepts for the FBO and so on, and then for
23 the redevelopment scenario.

24 And then we took those and ran them through
25 the analysis, using the economic analysis from

1 ECONorthwest, which is one of the northwest's, and indeed
2 the nation's, most respected economics consultants;
3 Century West Aviation, a very highly regarded aviation
4 consultant; and Parametrix, who is an environmental
5 engineer, very highly respected as well, and looking at
6 all the impacts of those two scenarios, and then the
7 third scenario, the baseline.

8 So I'm not going to go through this in great
9 detail, other than just to encourage you, we've got a
10 couple of copies of it here, and it is online in this
11 kind of flip-book form, which is very handy, and if you
12 go to Section 1.5, that's kind of the executive summary,
13 in a way.

14 You can go to that first and kind of see some
15 of the key conclusions which show that, indeed, both of
16 those alternatives would be positive impacts for the
17 region, not just economic, but other impacts, relative to
18 the "no action" alternative.

19 In each case, the mix of benefits, costs and
20 trade-offs is going to vary significantly, and that's
21 something that is not just a hard number. If it was a
22 hard number, we wouldn't need this study. We could
23 simply say, if you want to make the most money, you
24 should sell the land, that's a sort of no brainer.

25 But it's not that kind of decision. It's a

1 decision about what the community wants in terms of
2 amenities and in terms of economic resources and all the
3 other things.

4 So the one, so we stayed clear of making any
5 kind of preference for one scheme or another. The one,
6 the only clear conclusion that we can report is that
7 there was widespread criticism of the "no action"
8 alternative and, indeed, only one of the stakeholders we
9 interviewed expressed any support for it at all.

10 So I'm, again, I won't run through all of the
11 details of the current performance issues and the
12 economic impact issues. I'm hoping that those of you who
13 are going to speak tonight will be able to, will be
14 familiar with those or will be able to address particular
15 issues of concern to you or that you want to add to or
16 that you want to emphasize or any other comments that you
17 want to make, as I said before.

18 This structure, by the way, follows the
19 scoping report process, which is based upon the comments
20 that we gathered, and so there are significant areas of
21 controversy and areas that are identified through the
22 scoping process.

23 And then the final section, the 1.1.5.3 --
24 excuse me for flipping through so fast -- the preliminary
25 conclusion regarding issues to be addressed, and those

1 are the sort of bottom line issues.

2 The bottom line is that both of the scenarios
3 are feasible. They do have a mix of different costs,
4 different levels of investments, certainly. There's a
5 much greater investment required for the expansion
6 alternative than for the closure and redevelopment
7 alternative.

8 That's really just in the nature of a
9 development process, where you can sell off land and you
10 have more land to sell off, and the private sector is
11 doing more of the development than when you're operating
12 an airport.

13 And then the last section is environmental
14 impacts, which includes economic impacts as part of that
15 analysis, but that's a more typical requirement for the
16 Environmental Impact Statement process. And there's a
17 summary matrix in Section 1.5, which is just a big
18 compilation of what's in Section 3 of the report.

19 And that's a very exhaustive analysis of all
20 the different categories of environmental impacts,
21 natural environmental impacts, built-in environmental
22 impacts, and then it gets into economic impacts at the
23 end there.

24 So, again, I won't go through a lot of detail
25 and take a lot of time because I would like to turn to

1 your comments as well, but I want to make sure everybody
2 is aware of this and aware of the overview structure
3 where it compares the three alternatives in terms of
4 these impacts.

5 In general, these are the kinds of impacts
6 that one would anticipate as part of the normal
7 comprehensive planning for a community. There's nothing
8 here that is problematic, from our point of view.

9 Again, I just noted, and we noted, that there
10 are significant issues of cost difference and these are
11 broken down in terms of the alternative.

12 And, again, this is something, I've said this
13 repeatedly, that has to be weighed in terms of what
14 you're getting from it. You don't build a park to make
15 money, you don't build a convention center to be a profit
16 center. You build it to create other kinds of synergies
17 and other kind of amenities for the community, and I
18 think that's what we're talking about here, certainly in
19 the case of the air field as a piece of infrastructure,
20 which has been pointed out by a number of the pilots, and
21 I think that's a fair statement.

22 That's a piece of infrastructure that has to
23 be looked at in that sense. But there are certainly cost
24 issues, as with any investment, and that's something that
25 the community has to look at and understand how they're

1 going to pay for that, because it's not, it doesn't pay
2 for itself, certainly.

3 Then this summary that -- I don't know,
4 Larry, if we have this summary also on that sheet --

5 MR. PETERSON: We have a bunch of these
6 over here, the --

7 MR. MEHAFFY: We've got copies of these,
8 these are just sort of the bottom line numbers in terms
9 of the choices that are likely going to be before the
10 Port in terms of the investment to be made.

11 So on that note, I think we can begin to have
12 testimony. We want to open, formally open the public
13 hearing. And, again, I'm going to call the first person
14 to come up to testify, and then I'll mention the second
15 person and ask them to be ready to come up so we don't
16 lose too much time.

17 So the first person is --

18 MR. OGATA: Can I ask you a question?
19 Could you take a minute to explain how the input data
20 that you asked would be handled, you know, the February
21 11th?

22 MR. MEHAFFY: Yes, actually, in fact, I
23 meant to say that. I'm glad you pointed it out.

24 All of the comments will be compiled and they
25 will be included in the final report. The testimony that

1 you give tonight will be included in the final report.
2 And we will have a written response to that, and we will
3 respond by, if there's evidence that something needs to
4 be revised, it will be revised in the report.

5 We already know there are a couple of typos
6 and things like that that we have to catch, but we will
7 take into account what you have to say and consider that
8 in the final report.

9 Okay, the first person is Jim Hodge and the
10 second is John Givens, and please keep an eye on my --

11 MR. HODGE: Jim Hodge, 503 Paver Court,
12 Benton City.

13 First of all, I would like to thank the Port
14 for the opportunity to speak.

15 They really did a really wonderful job with
16 Clover Island and the marina there, and they have an
17 opportunity to do the same thing with Vista Field, if
18 they'll just step back and not lose this opportunity, and
19 they could make it as good as what they've done with
20 Clover Island.

21 The other question is, in your data, on the
22 depreciation, I don't know if you can answer me, what
23 year that depreciation starts.

24 Those numbers seem, is that 20 years down the
25 road or is that the first year when they start turning

1 the airport over or how did you arrive at those numbers?

2 MR. MEHAFFY: Well, I'm sorry, our
3 structure doesn't allow question and answer, so we maybe
4 can have an informal conversation afterwards.

5 MR. HODGE: Okay. Then my next question
6 is, as far as the relocation of the aircraft, did you
7 contact the other airports to see if there's hangers and
8 facilities that can handle them right away.

9 And I know you can't answer that question but
10 off the record. Thank you.

11 MR. MEHAFFY: The next person after John
12 Givens will be Carl Cadwell.

13 MR. GIVENS: Good evening. My name is
14 John Givens, and I'm here tonight as a designated
15 representative of the Kennewick Public Facilities
16 District to speak to the outreach effort for public input
17 made to the district by the Port of Kennewick related to
18 the future use and development of direction of what today
19 is the Vista Field Airport.

20 The Kennewick Public Facilities District has
21 submitted a letter to the Port District, which in the
22 essence of time, I'll summarize with these public remarks
23 tonight.

24 Vista Field Airport is a neighboring property
25 to the Three Rivers Campus, which consists of the Three

1 Rivers Convention Center, the Toyota Center and the
2 Toyota Arena.

3 The convention center is owned by the
4 Kennewick Public Facilities District. The Toyota Center
5 and the Toyota Arena are managed by the Kennewick Public
6 Facilities District for the City of Kennewick.

7 Vista Field is an airport, to the current
8 stage of its development, has neither been considered a
9 benefit or a detriment to the development or operation of
10 the Three Rivers Campus. If expanded as an airport, the
11 Kennewick Public Facilities District Board would continue
12 to consider that option to be neither a detriment or a
13 benefit to the Three Rivers Campus, assuming campus
14 development is not stifled by tighter height restrictions
15 of an expanded airport.

16 If the alternative mixed-use development
17 becomes the selected alternative, the Kennewick Public
18 Facilities District would embrace that action as one that
19 could provide many new opportunities to the campus to
20 include partnering options for the master planning of the
21 Vista Three Rivers Entertainment District combined areas.

22 Mixed-use development could provide many
23 millions of dollars in new public and private investment
24 for infrastructure. It could provide substantial
25 opportunity for new employment growth. It could

1 potentially provide millions of dollars annually in new
2 property and sales tax collection opportunities for the
3 City of Kennewick, the Kennewick Port District, and the
4 Kennewick Public Facilities District to redistribute in
5 their own ways for the benefits provided to their
6 citizens.

7 The Kennewick Public Facilities District
8 would wholeheartedly and unanimously support the
9 redevelopment of Vista Field as a mixed use development
10 opportunity, without the continued presence of an
11 airport, if that's the path either Port officials or
12 voters choose.

13 On behalf of the Kennewick Public Facilities
14 District, we would like to thank the Port of Kennewick
15 for this outreach effort and we would like to thank you
16 and your associates for what we consider a job well done.
17 Thank you.

18 MR. MEHAFFY: Thank you.

19 Carl Cadwell, and then after Carl Cadwell,
20 Mike Showalter.

21 MR. SHOWALTER: I'm just here to observe,
22 not speak.

23 MR. MEHAFFY: Sorry?

24 MR. SHOWALTER: I'm just here to observe,
25 not speak.

1 MR. MEHAFFY: Oh, sorry.

2 MR. SHOWALTER: Move onto whoever else is
3 on deck.

4 MR. MEHAFFY: Marjy Legget will be after.

5 MR. CADWELL: I prepared some handouts.

6 I want to, first of all, thank you for all
7 the work you've done. I like the plans that have been
8 shown, I think they give a new vision that's happened to
9 the area. Of course, I'm a great advocate.

10 I'm Carl Cadwell, I'm sorry, and I do live in
11 the district. What else did you want to know about me?
12 Was that enough?

13 MR. MEHAFFY: Sorry?

14 MR. CADWELL: I forgot how we're supposed
15 to do the introduction. Carl Cadwell --

16 MR. MEHAFFY: Please do give your
17 address, if you would. I know you've all written them
18 down, but if you'll give them for the stenographer.

19 MR. CADWELL: My office is 909 North
20 Kellogg on Vista Field. I'm a major, I'm the major, I
21 probably have more into Vista Field than any other person
22 here, and I'm going to run over five minutes, and I have
23 a couple people that, if you're gracious enough, I will
24 take their time.

25 But I think there's three things that I would

1 like to talk about tonight. One of the things I want to
2 do, whenever I see anything, I want to know if it passes
3 the sniff test. Does it feel right, does it feel right
4 in your gut, does the assumptions that are made in here,
5 they don't list a lot of the assumptions, do they make
6 sense, and can you support them as they go on?

7 So the first sniff test, I said, is what
8 about the operating cost, and this is on page 172. You
9 get that far into it to find this out, on the Vista Field
10 project, and that's the first page in the handout that I
11 provided. And so there's some things, as I go through
12 that.

13 When you look at the total, this is the
14 average for seven years, so they took seven years of data
15 and added it all up and divided by seven, and this is the
16 average for seven years, okay.

17 So what they said is the average revenues
18 were \$50,459 for incoming revenues. By the way, during
19 two of those years, the operating at Vista Field ran in
20 the positive, it was not operated as a loss; that was
21 when Ben Tuttle was running the operations at Vista
22 Field.

23 Then we have, but what was left out of there
24 is they also had a sale of \$460,000 when Pacific Cataract
25 and Laser Institute purchased the land, so that's left

1 out of that income kind of number there, which certainly
2 modifies the number.

3 The miscellaneous item is \$12,652. This
4 includes a \$75,000 buyout of Tuttle in 2008 that's
5 averaged in there. They put down \$141,000 a year for
6 managing the airport in direct cost to the airport.

7 Now they had a part-time manager, Dan Cryer,
8 who is no longer there, hasn't been there for a number of
9 years, and these reflect the direct costs that the staff
10 has put in, in the last couple of years in doing things
11 like, how do get an FBO in and the time spent on that,
12 how do you do this study here.

13 So most of this is direct staff costs, really
14 have nothing to do with operating an airport, but have to
15 do with the time spent on trying to deal with the airport
16 issue and is not an ongoing cost.

17 The adjusted indirect expenses, they've
18 allocated overhead expenses to the airport there on the
19 \$46,000 number. I don't know how they derived it, and
20 but it won't go away. It's just going to be transferred
21 to another party, so it doesn't reduce the cost of
22 operating the Port.

23 The depreciation item is really a big
24 question mark in my mind, that's \$151,000. If you take
25 that for seven years, that means that the Port put in a

1 \$1,061,914 into Vista Field in buildings and
2 infrastructure and things like that that depreciate over
3 30 years.

4 Does anybody here really believe that the
5 Port put in a million dollars into the Port in the last
6 six years? To anybody that's been involved in the Port,
7 the answer is clearly no. If this was a number that
8 reflects spread out over 30 years, it means that they've
9 put in \$4,551,000 into the Port in the last few years,
10 and everybody knows that that's not the case.

11 So I believe what that number really
12 represents is the buyout of the hangers that they paid
13 one to two times what they should have paid for, one and
14 a half to two times that they should have paid for, and
15 they wrote it all off in one year, and is not an ongoing
16 expense, the way the Port is now.

17 So they show P & L, profit and loss, after
18 depreciation of \$360,000. So I went through and I said,
19 what would it look like if we got out of this, we're not
20 spending all of this money on studies and lawyers and
21 trying to get FBOs and we just had this running, and so
22 that's the ongoing column over there.

23 I put that in, and this is my best guess
24 estimate, and it looks like the Port would operate at a
25 loss, the airport would operate at a loss of about

1 \$63,000 a year, not \$360,000 a year, as they project.
2 And that would cost the person that owns a \$100,000 home
3 about 60 cents a year for every \$100,000 valuation, 60
4 cents a year, not \$60, 60 cents a year, on an ongoing
5 basis.

6 So it was this premise -- first of all, I've
7 got to say, you know, I'm not this world acclaimed
8 economics expert that was brought in to do this study.
9 I'm just a guy that lives here that knows what's going
10 on, has a great sniff sense of what smells right and what
11 doesn't.

12 Okay, page 2 is on the backside of page 1.
13 Okay, there we looked at the expansion alternative. What
14 do you take to Vista Field. And it's really interesting
15 because in the buildings they say, what's going to be
16 done privately? What's to be done privately is the
17 industrial buildings, the office buildings, the retail
18 buildings.

19 I totally agree with that, but what they said
20 the Port is going to do is build mixed-use hangers,
21 executive hangers, middle-sized T hangers, small T
22 hangers and FBO.

23 Now what people have stepped up for, and
24 multiple parties have stepped up for, and said we want to
25 build hangers at Vista Field, even recently. And we

1 haven't been able to proceed for a variety of reasons,
2 always put off by staff, that we can't move this forward,
3 and yet they say, oh, the Port is going to build those
4 when, in fact, private people are willing to step up and
5 move those, so we ought to move those to the private
6 column and not leave those as a Port cost because it will
7 be private money that will come in and build those
8 things.

9 Then it has, if we go under infrastructure,
10 it has \$3 million for a street. Now this is a street
11 that the development shows basically runs along the fence
12 so the public can come in and drive around the airport.
13 And to me, I would just strike that line item because no
14 airports that I know of have a road that just drives
15 around the fence so the public can see the airplanes,
16 okay, it just doesn't make sense.

17 And then they have, where is that, parks and
18 water features. I don't know quite what that is. I know
19 I can put in a water park for that amount because I've
20 done it, okay, so maybe this is a water park they're
21 talking about, but I don't know what the water, maybe
22 it's a, I don't know, maybe it's a lighthouse, I don't
23 know. There's some tarmac, that would be paid for by the
24 private hangers.

25 The runway seal and repair, we already had

1 that funded. They turned the money back to the state, I
2 think we could, maybe we could get the WS DOT to pay for
3 that again.

4 And then if you look at the gate crossings
5 down there, that's to cross Deschutes to get to some Port
6 land that's on the other side of Deschutes that's not
7 inside the fence. It's a nice concept, but that's way
8 down the road.

9 When I go through this, I say there's no
10 money in buildings -- this is on the right-hand most
11 column -- there's \$4 million, I think, that would be
12 going into infrastructure, if I take and pare that down.

13 There's the others in there, I don't know if
14 that's true or not, but I just left it at \$1.3 million.
15 The contingency I put in at half a million, so the Port
16 investment at that point would be \$5.8 million, not \$43
17 million.

18 There's no financing, there's no cost on that
19 calculated in because I don't think you can get a bond
20 issued for \$5 million dollars, if that's how the Port
21 decides to go ahead and do that. So I think it's \$5
22 million, not \$43 million to have the enhanced Vista Field
23 property that they're talking about right there, minus a
24 road.

25 They also put in an FBO that's at \$300 a

1 square foot. For me, as Cliff knows, most FBOs are a
2 nice place to have classrooms, people to meet in, and in
3 a 10,000-square foot hanger. This is a 15,000-square
4 foot FBO building. That's a huge FBO building, folks, in
5 a little tiny airport. So, anyway, that's that four and
6 a half million line up there.

7 So let's go to page 3, which is the front
8 side of page 2, I guess. Okay, this is an interesting
9 one because, this is the, this shows the expansion of
10 Vista Field profit and loss, okay. So this shows that,
11 okay, we're putting in the hangers and we're going to do
12 that, the Port is now owning the hangers and the FBO,
13 right?

14 So then we go on down, and you look at the
15 direct salary, we have about 100-plus hangers out there
16 at that point, fully developed. They have down there a
17 line item of direct salaries and benefits of \$411,000 to
18 manage about 100 hangers. I don't get that. I think
19 even a public entity can manage it for less than that,
20 than \$411,000.

21 Okay, they have adjusted indirect expenses
22 they're attributing to that of \$200,000. I don't know
23 how you get to \$200,000 attributed to indirect expenses.
24 There's no way to do that, so I think that those are
25 things that are added on there that probably really don't

1 have anything to do with the \$639,000 that's there.

2 If you go to the fourth one, this is the
3 expansion alternative when they take out Vista Field.
4 And there's a couple of things that they did on the other
5 ones that aren't in this one, so sometimes it's what's
6 missing that's really interesting.

7 For example, they don't have direct salaries
8 and benefits, so they're going to develop this land and
9 hopefully sell it out, but there's no staff costs
10 attributed to this, so it's going to cost nothing in
11 staff costs to do this.

12 I don't believe that. I believe there are
13 staff costs, so I decided the right number to use, I have
14 no idea what to put for that, so I said if they want
15 \$411,000 on the expanded Vista Field or the enhanced
16 Vista Field, as it is, versus remove Vista Field, I put
17 \$400,000, okay, I don't know what the number is.

18 And then they have indirect at \$200,000 on
19 the other one. I put \$200,000. On the bottom of the
20 page, there's about \$600,000 a year that you add in that
21 so that you're comparing apples and apples and not apples
22 and petunias, is that the expression, or oranges, as you
23 say.

24 So, anyway, if I do that, and it's \$600,000
25 for 20 years, I have \$12 million more. I have some

1 number more. I don't know what it really is, because I
2 don't know the assumptions they make to get there, and I
3 have to do a public records request to find out.

4 So if I add \$11,897,000 and \$12 million, I
5 come up with \$23 million that it's going to cost them to
6 do the enhanced. And what are they going to generate
7 revenues out of that? They were only, before they added
8 \$12 million, they were only going to get \$3.7 million.

9 So now they're losing money and doing, taking
10 out Vista Field, enhancing, if they put the same kind of
11 cost they attributed to retaining Vista Field and
12 enhancing Vista Field with it there.

13 So when I, now I do the sniff test. I'm
14 flunking the sniff test, it just doesn't make sense to
15 me. Either we've got to go apples and apples, compare
16 them the same way, we can't go apples and petunias, we've
17 just got to do it the same way.

18 But there's one thing that I think that isn't
19 ever addressed in this, and I think it's maybe the
20 biggest flaw, that something this report ignores,
21 something TRIDEC ignores, it's something the Herald
22 ignores, they seem to miss the fact continually that in
23 March of 2010, the Port agreed to keep, unanimously, to
24 keep Vista Field open.

25 And in February of 2011, they passed a master

1 plan and they instructed Tim Arnson to execute on the
2 master plan. It was on that basis that Cadwell
3 Laboratory said we'll stop looking, because we had
4 already started looking for an alternative place to build
5 to add on to our facility.

6 We're going to stay in Kennewick, we're going
7 to add onto our \$2 million addition, which is completed,
8 it's a beautiful facility.

9 And Pacific Cataract and Laser Institute
10 says, yes, we're going to buy and be at Vista Field
11 because it's so convenient and it's so convenient to us,
12 because the most important thing for me is time.

13 The most important thing for Pacific Cataract
14 and Laser Institute is time, time that those physicians,
15 they don't want to spend 40 minutes a day or up to an
16 hour a day commuting back and forth from Pasco. They
17 want to just land there and take off and go. It's the
18 same way with me, time is the most important thing I
19 have, and that's what's critical here.

20 The thing that they miss is that I've spent
21 \$2 million building a building -- oh, by the way, those
22 three groups -- the Herald, the Port and TRIDEC -- say
23 there's been no development of Vista Field. That's not
24 true. I put in a \$2 million addition.

25 I'm spending about a million dollars

1 remodelling our existing building. I put on a huge
2 loading dock, beautiful. Pacific Cataract and Laser
3 Institute is building a \$4 million facility, putting
4 another \$1 million worth in.

5 We have employment, between the two of us,
6 that exceed about 250 people there because the airport is
7 there. New stuff that stayed there that wouldn't leave.

8 Pacific Cataract and Laser Institute would
9 not have built there, had they known that Vista Field was
10 going to close, okay. We probably would not have built
11 there and added on, excuse me, had we known that this was
12 going to close. It's very simple.

13 So what we have is that very few months after
14 Pacific Cataract and Laser Institute purchased their
15 land, they started through this process -- they purchased
16 their land when, January 30th or 31st, 2012. A few
17 months later, they start this process -- oh, my gosh,
18 should we shut down Vista Field or keep it?

19 They already made that. I acted on their
20 good faith and fair dealing of the Port on two
21 resolutions that they made, and now we're going to find
22 out if the Port Commissioners are people of integrity,
23 are they men of their word that they're going to keep
24 Vista Field open, that they said they're going to do or
25 are we going to find out that they're not men of their

1 word and they are not going to keep Vista Field open?

2 I think it's very simple, a very simple
3 conclusion to draw. We're going to see what these
4 commissioners are made out of.

5 I bet I went over my five minutes.

6 MR. MEHAFFY: I'm afraid you did.

7 MR. CADWELL: Thank you very much.

8 MR. MEHAFFY: Marjy Legget and then Kirk
9 Williamson.

10 MS. LEGGET: Marjy Legget, 4019 Horizon
11 Drive, Pasco.

12 And I read over quite a bit of your report
13 and I want to say that you put a lot of work into it and
14 it took a lot of time, I know, and it was very thorough.
15 And I appreciate this forum that you've allowed us to
16 have an opportunity to address some of the questions and
17 concerns and ask some things.

18 So I have, just kind of skimming through, I
19 have a few little notes and things that I jotted down, so
20 it's not a one platform kind of thing, just a couple of
21 things that I've noted along the way.

22 On page 16, you made the comment that a
23 review of the data provided by the Port of Kennewick and
24 CBRE, Incorporated, shows an annual operating loss under
25 the current operations of minus \$206,575 a year, with an

1 additional \$183,568 cost for depreciation, resulting in a
2 total annual loss of \$390,143.

3 And I'm a little confused on that because I
4 don't see how, and maybe it's just me, I don't see how
5 you can have an annual depreciation of so much when right
6 now there's nothing there to depreciate much, other than
7 the hangers and the little FBO that's there.

8 So what's depreciating at the moment, other
9 than the runway, and the runway can be taken care of
10 through grants through Washington State Department of
11 Transportation. So that's not something that really
12 affects, I mean, the Port will contribute some to that,
13 but the grants help support that, so I'm a little
14 confused on that.

15 I can see that, maybe as time goes on, as you
16 get closer to the end, and I believe this was what I saw
17 in there, it looks like you were using the year 2035 as
18 your final build out. So that's 22 years from now. So
19 in 22 years from now, I would assume you would have more
20 buildings around, therefore, depreciation would be
21 greater, but at this early point, there wouldn't be so
22 much depreciation, I wouldn't think, so that was
23 confusing to me.

24 Another, let's see, I was confused by the
25 other numbers, too, because there are a lot of numbers in

1 this thing. Expansion operating costs was \$960,787, and
2 that was the expansion operating cost. So if you take
3 that and you divide that by 22 years, and I may be all
4 off on this, but if you divide it by the 22 years, then
5 you come out with an annual cost of \$43,672, which right
6 now, if you go, I've gone back through the Port's budget,
7 and they have budgeted anywhere between \$50,000 and
8 \$75,000 a year for the airport in their operating costs.

9 So this would seem, based on what I'm pulling
10 out of there, it seems like that's pretty close to what
11 they're already spending, and so, again, the depreciation
12 cost was confusing. I don't know how you can depreciate
13 buildings that aren't there.

14 And, again, historically, the Washington
15 State Department of Transportation has paid a greater
16 share for improving the runway, and I don't know if you
17 included that. I didn't, it may be in there, but I
18 didn't see any of the figures that, from that included in
19 the report.

20 The different, I see very little difference
21 between the enhanced and the "no action" plan. And the
22 "no action" plan, I know we had a conversation and I
23 talked with you about it in the interview, and my
24 understanding of "no action" was no action, what's
25 actually happening right now.

1 But then as I heard later on you talk, you
2 suggested that the "no action" plan was with the master
3 plan that's already been approved by the Port. But so in
4 comparing the enhancement and the "no action" plan, the
5 enhancement says put in a new FBO. The "no action" plan,
6 if you go by the master plan, says put in a new FBO.
7 Enhancement says new hangers; "no action" says new
8 hangers in year one.

9 The master plan was put in place February of
10 2011, so year one would have been 2011. Enhancement says
11 on-site office, industrial and retail. And we have new
12 offices, we have the Pacific Cataract and Laser
13 Institute, which is building their new offices and
14 facilities, we have Cadwell Labs that have expanded, so
15 it seems to me that that part of the plan is being done.

16 In addition, the "no action" plan had web
17 cams for year two, a weather station for year two, and a
18 marketing plan for year two, which would have been 2012,
19 that would have been year two.

20 And then the enhancement plan also had a road
21 that went around the outside, and that was not included,
22 a road was not included in the "no action" plan.

23 But to me, I think that what you call the "no
24 action" plan actually included the master plan, which was
25 a course of action. The "no action" plan actually is

1 what the Port is doing, which is nothing, and that is the
2 no action.

3 The costs, of course, you had the enhancement
4 at \$19.3 million in private investment and the "no
5 action" plan was \$460 million in private investment on
6 their thing.

7 So I'm wondering, if you think you had
8 trouble so far, they said they had trouble getting people
9 to invest in properties and whatever, even though, as
10 Carl just mentioned, there have been some offers to go
11 ahead and build hangers, but if you have had difficulty,
12 not you, but if the Port has had difficulty in getting
13 private investors with the "no action" plan, how are they
14 going to get investors with the enhancement or the
15 redevelopment plan, which relies on private investors at
16 an even greater degree.

17 And, again, the airport, it's like the parks,
18 you know, you have, the parks may serve only a few
19 people, not everybody goes to the park, but there's a
20 quality of life to it, and it's important. And you can
21 say, well, there's parks over there in Pasco, there's
22 parks over there in Richland, so why do we need a park
23 over here? It's the same kind of thing, it's a public
24 facility. Thank you.

25 MR. MEHAFFY: Thank you.

1 Kirk Williamson, and then after that will be
2 Nick Tsoukalas.

3 MR. WILLIAMSON: My name is Kirk
4 Williamson. I live at 527 North Reed in Kennewick in the
5 Port District.

6 First, I would like to thank the Port for
7 engaging in the study which has given the community the
8 first credible look at the potential for the Port's land
9 at Vista and the real cost of operating the air field.

10 It should be pointed out that PCLI's local
11 manager said, several weeks ago, publicly, that they were
12 aware that the Vista Air Field might close when they
13 decided to purchase the land.

14 At the very beginning, when the DPZ came,
15 they let it be known when they began their work that the
16 air field was an asset and should be preserved if at all
17 feasible.

18 That statement gives even more credibility to
19 the results, which show clearly that the most fiscally
20 responsible option for the Port of Kennewick is to close
21 the air field and prepare the property for a high value
22 development.

23 If the DPZ report had concluded the two
24 options for Vista Air field were even close to equal, I
25 would be asking the commissioners to put the choice to

1 the people in an advisory vote. They aren't.

2 The choice is clear, and I ask the Port of
3 Kennewick to move forward to close the air field and
4 begin immediately the process of developing the land in
5 the best interest of everyone in the entire Port
6 District. Thank you.

7 MR. MEHAFFY: Nick Tsoukalas and then Bob
8 Ogata.

9 MR. TSOUKALAS: I choose not to speak at
10 this time.

11 MR. MEHAFFY: Sorry?

12 MR. TSOUKALAS: I choose not to speak at
13 this time.

14 MR. MEHAFFY: That's fine.

15 Mike White will be the next one.

16 MR. OGATA: My name is Bob Ogata. I live
17 here in Kennewick, I'm a taxpayer, and I also own
18 property at 627 North Kellogg Street, on the edge of the
19 Vista Field.

20 I've been looking at this airport debate
21 since 2004, and I think I've learned quite a bit. And
22 what I would like to do right now is talk about things
23 that are really not covered thoroughly or in detail in
24 the report, because everybody can hash over what's in the
25 report.

1 One of the things that I haven't heard very
2 clearly right now is, you know, we need to be up front
3 and say that we have two real airports, one in Pasco and
4 one in Richland.

5 The Vista Airport is really not a real
6 airport that we're all debating about. Who is saying
7 this? The Federal Aviation Administration, they've been
8 saying it all along, because of the short runway. And I
9 don't know what the debate is all about.

10 The two airports, the two real airports are
11 in the position to expand and carry on the air
12 transportation requirements for this whole community and,
13 frankly, Vista Airport is not really going to play any
14 part in it.

15 A previous \$60,000 consultant's work clearly
16 revealed that the Vista Airport, when the time comes, as
17 this area grows and the need for air transportation grows
18 along with it, the only thing that's really going to
19 change is that you're going to get carryover of the
20 recreational aircraft from the other big airports into
21 here. That's about the only change.

22 The thing that I want to talk about right now
23 is, by realizing that, one thing I found out is that
24 there's basically two groups of people that have been
25 talking since I started looking into this thing.

1 These are people that really don't need any
2 economic justification to keep this Vista Airport open or
3 closing it because one group is tied, an emotional
4 attachment to the airport. They're talking about,
5 talking to these people, they have relatives, friends, or
6 whatever, somehow tied to the aviation industry, like
7 pilots or whatever.

8 And the other part are people that are a
9 little bit selfish in looking out for themselves and,
10 well, they just want the convenience and luxury of having
11 the airport that they could just jump into the plane,
12 take a few steps away from their office, jump into a
13 plane and then do their flying around, rather than take
14 the 15-minute ride to the Richland airport or the Pasco
15 airport.

16 When you really consider these two groups,
17 they're really a very small portion of the entire
18 community. The rest of the community, like myself,
19 really could make the final decision because the data,
20 like now, is coming forward through these studies that
21 you folks put together are coming forward and we can
22 actually see some real numbers.

23 There's another thing that it's not really
24 said in here, but very briefly in the report, within the
25 first two chapters is that airports, in general, are not

1 a money-making proposition. And if you doubt me, go talk
2 to any of these directors at the other airports, like the
3 Pasco airport.

4 And when you talk to the director that's
5 responsible for looking after the operation of those
6 airports, they will also tell you that the, if you break
7 even, you're doing pretty good.

8 Now the other side, the thing that we really
9 need to look at carefully, like in my case, is the
10 quality of life that's going to come about after we close
11 this Vista Airport.

12 I can envision in my mind, like some of those
13 pictures you've seen of San Antonio, maybe we won't get
14 the elaborate water running, but you can see the variety
15 of businesses, conventions, all these things coming in
16 here, infusing tons of money locally, and that's going to
17 allow our community to prosper and enjoy.

18 I like to go to Howard Amon Park and Columbia
19 Park, take my family, take my friends, and we really have
20 a great time. That's the quality of life that I want.
21 I'm not really talking about how much money this thing is
22 going to take , this one option versus another option.

23 I'd like to see this Vista Field Airport
24 replaced and redeveloped so that we have another option
25 for a change from Columbia Park or Howard Amon Park, a

1 different kind of entertainment or enhancement, the
2 quality of life that I enjoy living in this area.

3 Okay, one of the other things is that within
4 the last few weeks, there was an article in the Tri-City
5 Herald how this area lost out on \$14 million of money
6 that could have come into this community. Why? Because
7 the coliseum and the convention center were not big
8 enough to handle the kind of conventions and trade shows
9 or whatever who wanted to come in here and spend their
10 money.

11 In my mind, after looking at all the stuff
12 here, that represents a tip-of-the-iceberg of what can
13 be, once we fully develop this thing with the wise
14 attention and so forth, that all these trade shows,
15 conventions, entertainments, whatever is going to come in
16 here, it's going to bring in, not just \$14 million, but
17 continually much more than that.

18 Okay, now I want to talk to you a little bit
19 about something that's not really covered in this report,
20 and I think it's important to mention that, and it's
21 accidents that are going to happen, all right. You say,
22 well, gee, accidents, you know, some people laughed at me
23 when I mentioned that years ago.

24 Are you aware that years ago a United Express
25 airplane accidentally tried to land in the Vista Field

1 because they thought it was a real airport, and at the
2 last minute, they found out that the runway was too short
3 and they overran it?

4 Another example is something that happened
5 recently, just a few years ago, and there was a big
6 article in the Tri-City Herald, so nobody could miss it,
7 about Carl Cadwell made an emergency belly landing at the
8 Vista Field. And, you know, with his money, he maintains
9 his airplane at top level.

10 But the point I'm trying to make is this --
11 no matter how well you maintain those airplanes,
12 mechanical accidents are going to happen. And it's a
13 scary thing when something heavy like an airplane falls
14 down on top of you, property damage and, most likely,
15 there's going to be some health issues.

16 Okay, what I would like to see, at this
17 point, is that you folks did a great job putting this
18 report together, but when I looked at it originally, and
19 it said 513 pages, now who is going to have time to read
20 all that?

21 What I would like for you to do is to somehow
22 to just create a digest of the report for the first two
23 chapters, and maybe in the form of about two pages, and
24 now that's something that every member of this community
25 can bite into. They'll take the time to read it.

1 When you throw a 500-page report, who is
2 going to read it? I mean, you know, I almost didn't want
3 to read it either because I didn't know where the
4 important stuff was going to be.

5 But I think within the first few chapters, I
6 think you do have a lot of valid points and things that
7 are going to provide the necessary information for most
8 of the majority of the people that have been sort of
9 sitting back and staying quiet. I think that they want
10 to be able to now make the final decision.

11 One other thing is that the way I was told, I
12 don't know if this is correct or not, but commissioners,
13 Port Commissioners, have the power to put something on
14 the ballot, the voter's ballot. If that's true, that, by
15 informing the community of the pros and cons of the
16 options available, then that would be a good time for the
17 community to actually vote on the option that they
18 prefer. Thank you very much.

19 MR. MEHAFFY: Thank you.

20 Mike White and then Gary Long will go next.

21 MR. WHITE: If you could put up my first
22 page of my Power Point that's available on the computer
23 there.

24 MR. MEHAFFY: The way we need to do that
25 is actually put it into this computer. Let me ask you to

1 come back in just a moment and we'll set you up to do
2 that, if you don't mind.

3 MR. WHITE: Well, I can start talking
4 without it, actually.

5 My name is Mike White. I live at 1118 West
6 22nd Avenue in Kennewick, and that's in the Port
7 District.

8 And I would like to talk about two historical
9 examples of airports that have closed and their lack of
10 development. The first example is Meigs Field in
11 Chicago, probably the most important, most famous
12 example.

13 Meigs Field, go to the second slide, please.

14 MR. MEHAFFY: Let's see, I think I can do
15 it from here.

16 MR. WHITE: Meigs Field was built on a
17 man-made island on the shore of Lake Michigan within a
18 half mile of "The Loop" downtown. This is a picture of
19 Meigs Field before the closure.

20 It's close to the McCormick Convention
21 Center, which is a corner of it's shown in the far
22 left-hand corner. The red area are bleachers in Soldier
23 Field, and you can see the downtown area. Its runway is
24 slightly shorter than Vista Field's, 91 acres, and it's
25 peaking at 52,000 operations a year.

1 However, there's only two aircraft based at
2 the field and they were search and rescue helicopters;
3 all the other operations were mostly business people
4 flying in and out.

5 In 2001, Mayor Daley and Governor Ryan agreed
6 to keep the airport open until 2024. On the night of
7 March 31, 2003, Mayor Daley sent demolition crews in to
8 destroy the runway without prior notice.

9 To date, little has been done to implement
10 the plans for the island. What was a flourishing airport
11 since the 1940s was to be redeveloped into a lush park
12 and recreation center which had a projected cost of about
13 \$100 million.

14 Second slide, please. I can do that. See if
15 I have the right button here. Next slide please.

16 Now this is a satellite view from Maps
17 Google. The only thing that was done on the airport was
18 thoroughly tear up the runways and taxiways. The
19 terminal building and the FAA tower still exist.

20 A concert venue was put in place toward the
21 northern end of the island and some bike paths around,
22 and the Parks Department just doesn't have the money to
23 do anymore development there.

24 The only jobs have been added is a few park
25 employees. The current Mayor Rahm Emanuel has no plans

1 to develop because they don't have the money. The city
2 had to pay fines to the FAA and Chicago has lost about 40
3 percent of its share of the general aviation market in
4 the area, and many people don't do business anymore.

5 And I've got references for my information
6 here on hard copies, which I'll give to Michael.

7 Third slide, please.

8 The second example is quite a bit closer, is
9 Blaine Municipal Airport, and you probably know Blaine is
10 in extreme north Washington, along I-5, just as you're
11 going into Canada.

12 It had not only about a 2,500-foot runway and
13 about 42 acres, only about 21 operations a day, something
14 like we're reporting for Vista Field, and 23 aircraft
15 base.

16 On 9 October, 2006, the City Council voted to
17 keep the airport open and for a \$20 million master plan
18 be spent on the airport. In December, 2006, the council
19 voted to request the Port of Bellingham for alternate
20 uses of the airport. On February 26th, 2007, the council
21 votes to shut down the airport and proceed with plans to
22 open land to private development.

23 The airport was closed December 31st, 2008.
24 Per Gary Tomsil, the Blaine City Planner, so far the city
25 has invested in putting a road across the site, in my

1 statement, assuring permanent closure, and has built an
2 interior road. You can see the northeast road across the
3 center and that cul-de-sac, that's what it's referring
4 to.

5 And they engineered a storm drain system and
6 subdivided into one to three-acre parcels. Engineered
7 means it's planned; it's not done.

8 It said there was a Canadian medical
9 supplement company bought land adjacent to the airport,
10 but they seem to have walked away from it. To date, only
11 one company has built on the site, and that's Mercer
12 Logistics, a trucking and logistics company, and that's
13 the L-shaped building right in the middle there.

14 Other developers have lost interest, those
15 who have had interest have funding problems, and any
16 current or projected jobs are or will be low paying, so
17 the city definitely closed the airport with very little
18 economic development had occurred on the land and, again,
19 I have references for that.

20 And now I'll talk about some similarities
21 past and present.

22 In both cases, in fact, in all three cases,
23 counting Vista Field, agreements to keep the airports
24 open. Then actions were taken to close the airports with
25 promises of redevelopment, and there was far less

1 redevelopment had occurred than was promised.

2 In Vista Field, DPZ proposed redevelopment
3 case, the Port makes relatively little on the deal,
4 gaining about \$3.7 million on sale of the land after
5 costs.

6 Private investors are expected to put up \$460
7 million for redevelopment. I would ask, is it reasonable
8 to expect private investors to put up nearly half a
9 billion dollars to develop that area?

10 I think the expected reality for Vista Field
11 was, is the airport will be closed, the Port may make a
12 small profit, and any redevelopment is going to be far
13 less than promised. I think DPZ should stress this
14 expected reality in their final report.

15 Finally, DPZ talks about a gross economic
16 impact of \$28.9 million and net impact of \$11.995, these
17 are annual numbers. Over a 20-year build-out period,
18 these come to \$578 million and \$239.9 million.

19 I ask, is this return reasonable for a
20 private investment of \$460 million, and if I am wrong on
21 this understanding , I would like to be corrected,
22 please. Thank you.

23 I'll turn this over to Michael.

24 MR. MEHAFFY: Next I mentioned we're
25 going to have Rich Parker, and then following Rich

1 Parker, Jose Chavallo.

2 MR. PETERSON: Michael, Gary Long next.

3 MR. MEHAFFY: I'm sorry.

4 MR. LONG: He doesn't even know me. Good
5 try.

6 MR. MEHAFFY: How did I miss you? Sorry.

7 MR. LONG: You were going to circle
8 around.

9 And, again, my name is Gary Long, 3913 South
10 Olson Court, Kennewick, Washington.

11 I have just several comments. One is, I do
12 agree that the three choices -- the first one, enhanced
13 airport expansion; the second one, redevelopment; and
14 three, the "no action" -- provide a basis for analyzing
15 the best future direction for Vista Field, is the best
16 future direction for Vista Field.

17 It's obvious from the study that the
18 redevelopment and enhanced airport options both require
19 significant capital investment and are really the only
20 two options that are under consideration.

21 I'm concerned that the "no action" option was
22 not developed in this report and is not being considered
23 as a viable choice.

24 The following are my views on these three
25 choices: option one, the enhanced airport choice would

1 be a wonderful addition to the Tri-Cities, but I don't
2 think this is an option the Port will consider because of
3 the way it's crafted, it appears to be way too costly.

4 Option two, the redevelopment option appears
5 very attractive on the surface, but may have many
6 hurdles. The study indicated there would be a minimum
7 up-front cost to the Port of around \$12 million and a
8 belief that there will be future sales around \$15
9 million.

10 This would result in a positive cash position
11 for the Port. However, there is a concern that up-front
12 costs never seem to go down and almost always go up. And
13 this is because there are always unknowns that are
14 uncovered during the development and construction
15 process.

16 You know, additionally, because it takes a
17 long time to develop properties, any downturn -- and it's
18 coming, we've got to pay attention to this -- could cause
19 sales to plummet and not meet expectations, because this,
20 as Hanford winds down, these developers and folks that we
21 are relying on to come in may or may not be there.

22 For example, really, if you stop and think
23 about it, why are there currently so many vacant
24 properties if you look around Vista Field? This is even
25 during these good economic times. It makes you wonder if

1 the sales expectations outlined in the studies can be
2 met.

3 Another hurdle that I think the Port needs to
4 consider in option two is the cost of cleaning up and
5 redeveloping an old Navy site. There are potential
6 financial risk factors for this clean-up that I really
7 didn't find covered in the study. This, along with its
8 unknown clean-up factors could actually cost the Port a
9 lot more than the anticipated \$11.9 million indicated in
10 the redevelopment portion of the study.

11 The Port needs to strongly weigh this risk if
12 option two is to be considered.

13 Now option three, though, what's missing,
14 because I don't believe option three, the "no action"
15 plan, is even under consideration and it seems to be dead
16 on arrival. And my reason for concluding this is that
17 the very nature of calling it the "no action" plan and
18 using it as the baseline for comparing the other option
19 gives a sense that it's not a choice.

20 Was the intent of the study to eliminate
21 option three from consideration? By eliminating option
22 three as a viable option, I think you probably removed
23 the best choice. Remember, there was a public hearing
24 that resulted in the unanimous approval of a resolution
25 that said the Port was going to keep the airport open.

1 And I also recall in that public hearing one
2 of the current commissioners commented he was in favor of
3 keeping the airport open as long as the costs were kept
4 annually below \$500,000.

5 Based on numbers I've seen, Vista Field could
6 easily be improved with a lot less than the \$500,000
7 annually, and with that annual investment, it does show,
8 in a short period of time, Vista Field would be a rapidly
9 growing, very functional airport.

10 There would be a strong possibility that,
11 very shortly, that the airport could be cost neutral. So
12 in 2011, after the adoption of the master plan, there
13 actually was excitement and a feeling that a revised or
14 revitalized airport improvement plan with amenities was
15 going to move forward.

16 I am convinced that with the right focus and
17 commitment, this can still be achieved. To me, it's
18 obvious that option three would provide the most
19 beneficial and cost effective outcome. But how do we
20 make option three a choice?

21 You need to create an operating plan and a
22 budget that would bring this master plan of 2011 to
23 fruition. Create a plan to improve the airport over a
24 20-year period with private/public partnerships. There
25 needs to be a commitment and a follow-thru to do the

1 improvements that are in the 2011 master plan.

2 The financial requirement to make this work
3 would be reasonable, with a diminishing annual budget and
4 the numbers would be somewhere around the \$500,000 for up
5 to five years.

6 Missing over the past several years, and very
7 important to the success of Vista Field, is hiring
8 someone to manage and take responsibility for the
9 airport. This person would need to have a strong small
10 airport background with the vision, commitment and
11 passion and drive to move this option forward.

12 And from a cost-benefit prospective, it's
13 very clear to me that moving forward with the
14 implementation of 2011 master plan was, and is, still the
15 best choice to provide the best outcome for the Port and
16 the citizens of this community.

17 One primary -- and we don't want to lose
18 sight of this, because I hear a lot of redevelopment and
19 talk about the Port being a developer -- one of the
20 primary reasons ports exist is to provide for airports.
21 Vista Field Airport has been designated as an essential
22 public facility and, you know, within reason, to me, the
23 Port of Kennewick has a duty and obligation to keep it
24 open.

25 Thank you very much for taking my comments.

1 MR. MEHAFFY: Thank you.

2 Now Rich Parker and then Jose Chavallo to
3 follow.

4 MR. PARKER: I already deferred my time
5 to Carl.

6 MR. MEHAFFY: Not Rich Parker.

7 Okay, Jose.

8 MR. CHAVALLO: My name is Jose Chavallo,
9 5927 West Quinault.

10 I've been going to a lot of these meetings.
11 I pay attention to what's happening in Vista Field, like
12 a lot of taxpayers do.

13 You know, I think we really don't really see
14 a big picture of danger until you live, I live and work
15 at both ends of the Vista Field. I build commercial
16 medical buildings on one end and I own five acres on the
17 other end.

18 I moved into my house probably about seven,
19 eight months ago. The other day, I was sitting there
20 wondering, you know, what takes airplanes out? Birds,
21 birds take planes down. Every morning I wake up, and
22 with a cup of coffee, I take my dogs out on the five
23 acres and I run these geese off my property because they
24 crap all over, just like they do in the park.

25 Nobody is watching these geese in Lawrence

1 Scott Park, nobody is tracking them, nobody is chasing
2 them down, they fly everywhere.

3 And I would highly recommend that you guys
4 get a cup of coffee and go sit in the parking lot in the
5 morning and see how many geese fly around that airport
6 where the airplanes land.

7 I didn't realize it till I sat there one day,
8 and I really, this is the other day, and I've been making
9 it real clear now, if we had more airplanes and those
10 geese keep on having more geese, there's going to be an
11 accident, without a doubt, nobody can control. Go get a
12 cup of coffee and sit in the parking lot every morning
13 and see what happens.

14 Number two, you know, let's not lose sight of
15 an airport, you know, or any business. My business, your
16 business; a loss is a loss. It doesn't matter if it's a
17 dollar, it doesn't matter if it's \$62,000, it doesn't
18 matter if it's \$450,000. We cannot run a company on any
19 loss.

20 And I did a lot of chicken scratches here, so
21 I apologize, it was on my knee here. You know, we have
22 to look at the future for the Tri-Cities, look at what's
23 good for economic development, if its either airport or
24 redevelopment. You know, the handwriting is on the wall.
25 Things change. We have to look forward. We have to

1 grow, and if it takes all of us to get together and
2 really look at the safety issue and what's good for the
3 community to make us stand out, it's obvious.

4 I, too, was at the P.U.D. meeting on 2010. I
5 spoke. I listened to a lot of pilots that came to this
6 meeting because they came in droves, and not only did the
7 Port agree to keep the airport open, these pilots and
8 developers that flew in, they promised also to put money
9 into this thing. They promised to build airplane
10 hangers, they were going to do everything else.

11 My question is, I'm a developer, I ask again,
12 where are they? How many, how many, how many hangers did
13 they build? If they're willing to build, where are they?
14 I don't see them here.

15 Another thing. Look at the age of the
16 pilots. Nothing against age, because I'm getting older,
17 the pilots that are here, they're fighting for what they
18 believe is right. And it may be for them, but look how
19 many young pilots are here. Look around, there are none.

20 In five, seven years, maybe ten, when they
21 stop flying, who is going to fly? They're not here,
22 maybe they are, but I don't see them coming. I don't see
23 them coming here.

24 Again, how many businesses use, ask them how
25 much percentage of the airport they use for their

1 business. Yes, there's a company that came in, and I'm
2 glad they did. They built here, they built on
3 convenience. He said it in the report, which I'm glad,
4 we all like convenience, but let's look at reality.

5 You know, just these are my comments that I
6 see because I live and I work at both ends. People can
7 sit here and sneer in the audience and say everything
8 else, but when you wake up every morning and you want to
9 do something good for the community and spend money and
10 spend time, then you can sneer at people.

11 Don't just sit in the chair and laugh at
12 them, because I'm telling you, it takes one bird, one
13 accident, one plane comes down without landing gear, we
14 will not be having this discussion.

15 The Port will be gone, and whoever is in
16 charge of its development with an airport or the Port,
17 they're going to be sued. That's the logic. There's no
18 ins/outs about it. Thank you.

19 MR. MEHAFFY: Clif Dyer and then William
20 Dana.

21 MR. DYER: Evening. My name is Clif
22 Dyer, 1788 Ironwood, West Richland. Probably more
23 importantly for this setting, I'm also the owner of
24 Kennewick Aircraft Services, doing business right now as
25 Sundance Aviation at the Richland airport.

1 Some things, I've just got to start with the
2 last speaker, and then I'll go onto my other reports.

3 From 1980 to present, not one bird has
4 brought an airplane down in the Vista Field Airport.
5 I've trained many pilots at that airport, we never had
6 even any goose problems at that --

7 MR. CHAVALLO: Did they have a park at
8 the end of them?

9 MR. DYER: Yes, they did. The only thing
10 I had with that park was --

11 MR. MEHAFFY: There's not to be any
12 debate. Thank you.

13 MR. DYER: Okay. The part about making
14 and losing money -- parks don't make money, rivers don't
15 make money, they cost us money, but there's a quality of
16 life that goes with it.

17 Just because a person isn't a pilot doesn't
18 mean I should -- I don't want a boat, should I not want
19 to put my tax dollars into people who are using the
20 river?

21 So there's a quality of life that I think
22 people who don't fly need to accept the fact that pilots
23 do enjoy that quality of life.

24 Developers who develop things and talk about
25 it, you would never develop anything if you don't have an

1 infrastructure. The governments usually come in and put
2 in the roads. There's a lot of things that you require
3 as a developer to put your building up to build or rent
4 the building, so you've got all, the city has to put
5 money out, the taxpayers put money out, they return it
6 from your tax dollars eventually, as airports do too.

7 Young pilots, you talk about them not being
8 here. I tell you, we train a lot of young pilots.
9 They're going to be around. They're just not here. You
10 know why? They don't do this kind of stuff, they're not
11 the active people of our community in that sense.
12 They're not the speakers, it's us old guys who take the
13 time to come to meetings and spend time in this type of
14 environment.

15 UNIDENTIFIED SPEAKER: Who's he calling
16 old?

17 MR. DYER: And this brings me to my
18 talking points. I'm probably one of the few people in
19 the room that has the unique opportunity to give a
20 concept of Vista Field from, let's say, 1980 to present.
21 I came to fly at the airport in 1990, and we operated
22 there until 2005.

23 My lovely wife, Sue, and her late husband,
24 Ray Gilkerson, are the originators of Kennewick Airport
25 Craft, and that was began in 1980.

1 They rented from a fellow, built the building
2 that is now the FBO building there. That was a thriving
3 business, it continued to be a thriving business, the
4 Port never put one dollar into that place at that point.

5 I took over in 1990 or came to fly in 1990,
6 took over in 1994 as chief pilot, and I can tell you that
7 there was a lot of opportunities for investment, there
8 was a lot of opportunities for infrastructure to be put
9 in. Those things weren't realized.

10 The Port Director asked me one day, why do we
11 need an airport? As a matter of fact, he asked me that
12 question the very first day I met him. It kind of took
13 me aback, to be honest, because I was sitting down with a
14 man who helped me run my show, if you will, he's a
15 partner I considered, and he's asking me to justify why
16 we needed an airport.

17 And that was 1997. Many opportunities
18 happened after that for infrastructure to be, expenditure
19 to be offered. There might be anything from taxiways put
20 in to a small, modest increase in our building size or
21 amenities. Those things were never done.

22 I ain't going to say there was a lot of foot
23 dragging, but in retrospect, that's what it appeared to
24 be. It's like money spent there just wouldn't be in our
25 best interest. I believe that's been the Port's position

1 all along.

2 Master plans were put in place, always the
3 heel of the, the dragging of the feet. The monies just
4 never were there at the time and opportunity. So as we
5 looked at those things, it sent a message, it sent a
6 message to the private investors, the people who would
7 have come in.

8 I can use an example. Just recently, the
9 Port of Benton put in a couple of new taxiways and some
10 new infrastructure. Those pads, we call them, for
11 hangers are hot right now, they're being picked up,
12 there's options being had.

13 If the Port of Kennewick would have put some
14 indication, some movement, some positive light on that
15 airport, then people like Carl and Herb Braydons and
16 Ralph Collins, and I can name another dozen names, would
17 have come and built hangers that are not there now,
18 because that infrastructure wasn't put in and is slowly
19 eroded and no signals were sent, that's why we're having
20 this meeting today, is what led us here.

21 It's the history of the airport. You can't
22 go back just to 2005, you've got to go back all the way
23 back. I can't go all the way, but I can tell you from
24 1980 to today, there's been a slow erosion from the
25 taking out of the crosswind runway to the promises that

1 were made to the master plans that were bought into and
2 paid for by the Port to an organization, maybe like JUB
3 to design it, and all in good faith, but never
4 implemented.

5 If you look line item by line item, very few
6 of those items would have ever been realized, so we're
7 here today.

8 Now you brought forth two plans. One of
9 those plans is based on a very poor business plan, in the
10 sense that you don't build an aerotropolis, I believe is
11 the term there. You have to, it's like trying to color a
12 beautiful picture with only using three crayons.

13 Close, stay open and really develop, or do
14 nothing. You can't not paint this picture with three
15 crayons. The one gentleman spoke of the leave it alone.
16 Well, I agree, there is no leave it alone, something
17 needs to be done, but does the Taj Mahal have to be built
18 overnight?

19 \$46 million of taxpayer's money. I'm a
20 taxpayer in this district. No, my answer is, no, I don't
21 want you to spend \$46 million of my dollars to build what
22 you designed there because I think it's wrong for the
23 community. I think it's wrong for aviation. I'm in the
24 aviation business. That's not what we need.

25 We need slow, steady, encouraging growth that

1 makes reasonable opportunities for private investors to
2 join with public and make good use of our assets. That's
3 what Vista Field is, is a good asset.

4 It's been improperly managed, the stewardship
5 of that airport has not been, in my eyes -- as a pilot,
6 as a business owner -- hasn't been proper. I think even
7 the people on the other side would agree, it hasn't been
8 a good stewardship.

9 Had things been done differently, we wouldn't
10 be having conversations the way we're having it today.
11 Now you formed the question as these two plans. If you
12 leave just those two plans, those two colors on the
13 paper, excuse me, if you only leave those two colors on
14 the paper, the decision will already be made. This
15 community will not support the enhancement of the
16 airport.

17 So if that was the impression of the Port,
18 the next question is, they're going to vote on it. I
19 think at this point, if you're only going to color with
20 those two colors, then the commission and the Port needs
21 to step up and make the decision, and another \$90,000
22 isn't going to change things, and we all know that, so
23 thank you.

24 MR. MEHAFFY: Thank you.

25 William Dana and then Carl Holder.

1 MR. DANA: I'm William Dana, 4000 South
2 Irby Street, in Kennewick, resident for about 16 years.

3 Yeah, I did have to chuckle when I heard the
4 fear of a goose bringing a plane down anywhere around
5 here. Geese fly all over the place all the time,
6 airplanes do, too, and there hasn't been a plane that got
7 knocked out of the sky yet around here due to a goose.

8 So I do fly myself and, yeah, I do see geese
9 once in awhile, but for some reason, the geese avoid the
10 airplanes. It's interesting, I flew right through a
11 flock of them one day, and they just went all the way
12 around the plane, but they didn't go into the propeller
13 or the windshield.

14 We read about the one accident in New York,
15 but that was an anomaly, in my opinion. As a matter of
16 fact, if you go to a city park, I would gather that
17 there's probably been some deaths down in Columbia Park
18 at some time or another, which is more deaths than we've
19 seen from planes falling out of the sky.

20 And I was struck by the fact that a city the
21 size of Kennewick, which is the major city in the
22 Tri-Cities, would even consider eliminating the airport.
23 Where is the vision? Doesn't -- somehow -- the word port
24 is in the word airport and the word port is in the Port
25 of Kennewick.

1 The Port of Kennewick's obligation to the
2 citizens is to provide for Port access to the citizens,
3 it's their, one of their core jobs, and to eliminate the
4 airport, I believe, is total irresponsibility.

5 We look at these studies and we say, we look
6 at the capital expenditures, the two options that are
7 really mainly being considered. Well, then you ask
8 yourself, what happens after the capital investment is
9 in?

10 Well, then you go in to an O & M budget,
11 don't you, repairs, cracks in the sidewalks and so forth.
12 If we step back a little bit and look at this in terms of
13 a hundred year investment instead of twenty years or ten
14 years or five years, we come out with a totally different
15 outcome, and I believe that it's a diminished cost to the
16 citizens for that.

17 The advantage of a thriving airport in our
18 community is that, and compare that to the other option,
19 where you're not going to have an airport, where you're
20 going to fill it up with small businesses. One is that,
21 in either case, the land becomes occupied, but in the
22 case of the airport, it continues to draw in more
23 business into our community.

24 It's the magnet which is going to continue to
25 draw people here and to draw people in versus once you

1 fill this place up with places to get coffee and/or
2 little walk around your dog around the little water park,
3 or whatever it is they have, that's really not going to
4 continue to grow.

5 But if we keep the airport, it provides a
6 vital port for business to come into the City of
7 Kennewick, excuse me. Let's just think about this a
8 little bit. Okay, over in Richland, what did we read
9 about in the Tri-City Herald the other day? We read
10 about land that's being sold to businesses that are being
11 funded in Japan and the money is coming in and they're
12 going to build a big hotel complex out by Horn Rapids.

13 That's very conveniently near the Richland
14 airport. One of the main reasons why they chose that
15 location is because of the convenience to the airport,
16 where they can get in and out.

17 So that's an example of how airports can draw
18 major development from major investors, and by taking the
19 Port away from the Port of Kennewick and from the
20 citizens of Kennewick, you take away growth, you take
21 away opportunities, and you take away jobs.

22 So we have to look at this, too, in terms of,
23 even if we develop at a smaller, slower scale. In one
24 case, we have the low value, small industries that are,
25 would be encouraged by this option of closing the

1 airport, and the other is by keeping real strong
2 industries, like Cadwell Labs, like Pacific Cataract,
3 like UPS, and attracting other really solid companies
4 that employ a lot of people.

5 So the point here is that we've got a Port
6 that I think is lacking in vision. I think the directors
7 better turn around or they're not going to be on the
8 board much longer. We need a board of directors who has
9 long-term vision for its citizens, its community, and its
10 businesses. Thank you.

11 MR. MEHAFFY: Thank you.

12 Carl Holder and then Kathy White.

13 MR. HOLDER: Thank you. My name is Carl
14 Holder. I'm a pilot, I live at 1503 Desert Springs
15 Avenue, which makes me a Port of Kennewick resident, here
16 in Richland.

17 And I'm a pilot, I've been a pilot all my
18 life so I operate in a different paradigm. An airport is
19 central to my reality, and I was delighted to hear that
20 the expanded airport opportunity had a positive outcome,
21 even though it was expensive. This was the aerotropolis,
22 this grand vision for our community.

23 But the aerotropolis, at this time, just
24 can't be justified, it has too big of a price tag for
25 where we are. And at the present time, it cannot be

1 justified, it has competing and a diametrically opposed
2 alternative.

3 So what we've created here as everybody can
4 see -- and why aren't the Port commissioners here to hear
5 this? Where are they? They can't take the heat?

6 MR. MEHAFFY: As a point of, this is
7 actually part of the process, this is a public hearing
8 and they felt they wanted to not influence the process of
9 --

10 MR. HOLDER: But they took public comment
11 yesterday too.

12 MR. MEHAFFY: They'll be listening to all
13 this. They'll get the input.

14 MR. HOLDER: Yeah, anyway, they should be
15 here.

16 UNIDENTIFIED FEMALE: I agree.

17 MR. HOLDER: They really should be here
18 to hear this. I mean, I came out for this, I came out
19 yesterday to hear it. What's wrong, this is their
20 program.

21 Excuse me. I diverted. I've landed at many,
22 many small airports in my time, and I can tell you
23 stories about each one. In Caldwell, Idaho, it's a
24 farming community, it has a thriving airport. I've been
25 there many times. It's got a nice little FBO, it has a

1 great little restaurant, it has a lot of airplanes, in
2 fact it has 270 airplanes based on the site and 403
3 operations per day.

4 I went to see a farmer. He went to pick me
5 up in his pickup, we went out to his farm, we did
6 business, he brought me back to the airport, and we made
7 a deal. And I got in my airplane, and I came back to
8 Kennewick, and this happened all in one day. That can
9 only happen with an airport.

10 It doesn't happen, I wouldn't have gone to
11 Caldwell if they wouldn't have had an airport. I would
12 have done business with somebody else in some other
13 locale that had an airport for me to use. That is the
14 importance of having an airport so that you can do
15 business with people regionally.

16 That airport is owned by the City of Caldwell
17 and it's a very nicely used place of business.

18 I was also, as I went through the scoping
19 comments, I was very impressed with the Washington State
20 Department of Transportation's statements. It says,
21 managing a profitable airport, even in prosperous times,
22 can be a challenge. But they have two key
23 characteristics for positive outcomes. One is
24 integrating the airport into the local economic plan and
25 actively engaging with airport supporters.

1 And they say excluding an airport from the
2 local economic plan increases its risk of closure, as
3 demonstrated by the Blaine Municipal Airport.

4 Washington's aviation system is even greater
5 than the revenue, employment, and sales data suggests.
6 It is the backbone of a vibrant and healthy economy.
7 Everybody talks about the need for destinations. An
8 airport is a destination, so why would you ruin a
9 principal destination in your community. So that states
10 my paradigm.

11 Looking at the other side of the coin, I ask
12 the planners if they would not look at the Washington
13 Department of Transportation statements and see if these
14 comments are addressed in the current EIS, and I don't
15 believe so.

16 Has the Port of Kennewick integrated the
17 airport into the local economic plan? I don't think so.
18 Has the Port of Kennewick actively engaged with Port
19 supporters? Obviously not.

20 In the redevelopment paradigm, I looked
21 through the comments and I thought, maybe the City of
22 Kennewick interview would provide some clarity. And they
23 said, about this area, that the level of service issues
24 are a problem, mostly delay issues.

25 The challenges going forward will be with

1 changing the road network. Crossing a railroad track
2 takes an act of God. It seems to be a market for
3 entry-level housing with smaller lots. There was a
4 planning effort regarding development of the
5 entertainment district, but it really never went
6 anywhere, and the major growth effort for us is
7 Southridge, the land supplied probably 20 years of
8 inventory.

9 So my personal comment regarding the city
10 center redevelopment effort, our greatest asset, is the
11 river. And from this location, there's little view of
12 the river, you can't walk or ride a bicycle there, and it
13 is increasingly difficult to drive there.

14 So there we have it, we've got a draft EIS,
15 the planners missed the point of the "no action"
16 alternative. We need a new paradigm, something that we
17 can all kind of get around, something that we've agreed
18 on once, not very long ago, and that was the 2011 master
19 plan, so the "no action" alternative should be and should
20 be analyzed, and I believe it's valid, the invigorated
21 2011 master plan. The Port has a duty and obligation to
22 keep this airport open.

23 MR. MEHAFFY: Kathy White and then Steve
24 Mallory.

25 MS. WHITE: Well, I have a list of, a

1 number of things to say, and one by one, they've all been
2 spoken to. And my last one was general aviation, and you
3 certainly did a good job of explaining the value of
4 general aviation.

5 But the thing that is missed, again, looking
6 at more than 20 years from now, is the aviation industry.
7 It's huge. There's a big thing happening these next few
8 years with the baby boomers. Pilots are retiring, air
9 traffic controllers, and just on, riding on the way here,
10 we're hearing about the trouble that Boeing is having, so
11 we need aeronautical engineers, we need all kinds of
12 people.

13 Well, right next to Vista Field is an
14 institution that can help our local youth become aware of
15 the opportunities in aviation, and that's Tri-Tech Skills
16 Center. Other skill centers have aviation programs.

17 While I was on the Kennewick School Board, I
18 spoke to Jerry Ringwald about establishing a program
19 there. He was very interested, we exchanged cards. And
20 I talked to the pilot association, and they also would be
21 willing to help, but it never went anywhere because
22 nobody ever knew what was going to happen to Vista Field.

23 But I think it is something really unique
24 that our community could do, and that is to have an
25 aviation program in high school so that students could

1 look at the opportunities, and there's many opportunities
2 in aviation. And it's only going to grow. I mean,
3 there's more airports, not less.

4 And another thing, while we were traveling
5 and visiting my brother in Phoenix at an airport on the
6 north side of Phoenix, there's all of these guys with
7 white shirts and blue pants and almost military. Well,
8 they were Chinese, the Chinese government is starting to
9 look into the value of general aviation, they're looking
10 at opening up the air space for general aviation.

11 They are seeing the value of regional
12 transportation, being able to get in a plane and fly 200
13 miles away, which it takes you, what, about an hour and a
14 half in most small planes, instead of driving, which
15 might take four to eight hours.

16 And so the aviation industry is a very viable
17 thing, it's growing, and there's an opportunity if Vista
18 Field, even in the "no plan" plan, which is with the
19 master plan, if there's some space there, and who knows
20 what's going on in education, the district might have
21 money to build a classroom and help with the development
22 of Vista Field.

23 But once a teacher, always a teacher, and I
24 have to bring up that idea, too, and to think about the
25 youth of our community. And I agree about the amount of

1 gray hair in here.

2 Both my husband and I became interested in
3 different political things after we retired. I ran for
4 the school board after I retired because I knew I didn't
5 have the time when I was 40 years old and raising a
6 family, so, anyhow, love the gray hair. Thank you.

7 MR. MEHAFFY: Thank you.

8 Steve Mallory.

9 MR. MALLORY: Thank you. My name is
10 Steve Mallory, I'm a local architect, and am in the Port
11 District and I also live just off the north end of the
12 Vista Field runway.

13 First of all, I would like to thank Michael,
14 I think, in fact, I did read the whole thing, cover to
15 cover, wow.

16 MR. MEHAFFY: Sorry.

17 MR. MALLORY: I had about ten pages of
18 notes, and I've condensed it down to four, and I'll give
19 a copy to you, but I wanted to go over a couple of
20 things.

21 I'm going to take off -- okay, I think it's a
22 good job, Michael, I really do -- I'm going to take off
23 my architect hat and put on my citizen hat, and say that
24 in regards to the \$460 million redevelopment costs, I
25 think that's probably about two or three times the actual

1 density of the value of what can be put into that
2 acreage, 112 acres.

3 I took a look at that, and maybe if it was
4 one development where it was contiguous, building to
5 building to building, and I'll get to my point in a
6 minute, but I believe that when you have individual
7 developers go in, we'll not have the advantage of having
8 zero setbacks everywhere, building to building,
9 everything connected.

10 And so, mathematically, it probably can be
11 done, and I had a hard time getting there though, but I
12 think a more actual, real would be possibly about a third
13 of that. By the time you have approaches, vehicle access
14 on the sites and get down to maybe the floor area ratio
15 would be probably a little bit different.

16 I like the plans, I like them both. I like
17 the vision. And I think that's real important for the
18 City of Kennewick to have vision, but as somebody said,
19 you have to be able to show to the public that you're
20 going to make it. You can't keep going back to the
21 public for dollars and dollars.

22 So in relation to that, the high property
23 value that's associated with and the high amount of
24 development that is expected in the plan lends itself
25 more like to the South Lake Union area or maybe the walk

1 in San Antonio. And, notice, those are quite a bit
2 bigger metropolitan areas.

3 So I have a concern of whether or not enough
4 class A office space, the higher density, which I am a
5 strong proponent of a mixed-use -- live, work, play
6 area -- I'm a very strong proponent of that here, I think
7 that part can be done, but I have concerns about whether
8 or not the office space can be actually kept up to those
9 numbers.

10 I certainly hope they can because that will
11 bode very well for the City of Kennewick. And that
12 means, even though we won't be able to poach from the
13 other areas, that means that the City of Kennewick and
14 other people have to work very strongly to bring the jobs
15 and the companies from out of area.

16 Secondly, maybe I should just read this so I
17 don't get it all mixed up. In my humble opinion, Tables
18 6-1 and 7-1, and I'm taking a different slant. There's a
19 lot of people with a lot of passion here, but I'm looking
20 specifically at the study. So --

21 MR. MEHAFFY: Section D, is that right,
22 Appendix D?

23 MR. MALLORY: Yes.

24 Need to work on some of the points, and one
25 of the gentleman talked about historical data. Well,

1 things like surface runoff, right-of-ways, the perimeter
2 road going around the airport -- I'm, I think that, I
3 know where you're coming from there, but that usually
4 addresses an exceptional case where there's a major
5 arterial going right where that runway needs to be and
6 you have gates and things like that.

7 If you have a lot of crossings between the
8 airport facilities and the public on the airport side,
9 where we have a blank slate to work with, I'm just not,
10 I'm having a hard time buying that concept.

11 I'll go onto a couple of other things. So,
12 ultimately, I think the \$460 million number is too high,
13 is probably, a density that's supported around here is
14 probably between \$150 and \$180 million. We're just not a
15 big city like Seattle where there's like Google at South
16 Union.

17 On page 122, and I have tons of them, but one
18 that might want to be looked at is, I noticed that the
19 single engine airplane projections are flat. The
20 projections continue flat by the FAA, their numbers, and
21 I'm wondering if that's going to stay flat.

22 We've seen a pretty rough last five years of
23 the economy, but we are now seeing some signs of good
24 things to come, but with gas prices coming down, maybe
25 those projections need to be revisited.

1 My final point is, I have one big concern
2 that I have, and maybe I'll put my architect's hat back
3 on for a minute, is if the development does occur as
4 envisioned, which I strongly support being an architect,
5 I have concerns about how the development will end up
6 being what is actually designed in the front-end, was
7 actually envisioned.

8 And there's going to be a major amount of
9 pressure on the Port and other owners at the time to
10 develop, according to that vision, and not start to
11 piecemeal it all up. And in that respect, you might have
12 a real tough time even reaching \$120 million.

13 It's a major concern, how do you keep those
14 standards up and do that. So there will have to be a
15 very strong guideline or framework that, when the
16 developers go in, they understand what they can and can't
17 do and can't continually try to erode around like CCNRs
18 or something like that or design standards, but keep up
19 that level throughout so it does retain the continuity
20 from the south end clear to eventually the Columbia
21 Center Mall.

22 So let me see if I have anything else.
23 Probably just about up on my time. I think that's it.

24 Once again, I think it is thorough, I've
25 checked most of the numbers. I don't have the backing

1 spread sheets, but most of it made a lot of sense to me,
2 so I appreciate it.

3 Thank you very much.

4 MR. MEHAFFY: Thank you.

5 We are just about out of time, but I just
6 want to ask if anyone else would like to make a comment,
7 one more, this will be the last one.

8 MR. CADWELL: I was one of those stuck at
9 Meigs Field when they ripped it out.

10 MR. MEHAFFY: Sorry?

11 MR. CADWELL: I was one of the few planes
12 stuck at Meigs Field in Chicago when they ripped it out.

13 MR. MEHAFFY: Oh, no kidding.

14 MR. CADWELL: Just a comment. They
15 finally pulled the trucks off the taxiway so we could
16 take off on the taxiway.

17 MR. CHRISTIANSON: My name is Paul
18 Christianson and I live at 4021 West Nixon in Pasco.

19 I am not a resident of the Port area, but I
20 am a development engineer that developed in all seven
21 communities here that we call the Tri-Cities.

22 You know, I realize this is kind of an
23 emotional issue, and it's really because of history of
24 the airport, how long it's been there and we all have
25 history, and it's very personal.

1 That airport is owned and used by a lot of
2 people for private use, but I ask you, how many of you
3 remember the green bridge in this area, how emotional it
4 was to see that green bridge removed.

5 But today we have the cable bridge across
6 there, and you don't refuse to go to that end of town
7 because the green bridge isn't there. You use the cable
8 bridge, and it's a wonderful way, fast across the river,
9 but we miss the old green bridge, just out of history.

10 You know, it's like a ski resort, they close
11 the ski resort, but you don't ever refuse to go skiing
12 ever again or they close a car dealership, you don't
13 refuse to drive a car.

14 And if we close Vista Field, you're not going
15 to refuse to ever fly again, you're going to relocate,
16 you're going to find a place to put your plane if you
17 still like to fly.

18 Like I say, it's for private use there. You
19 can't go down to Vista Field and say, I want to buy a
20 ticket to fly to Vegas, to Portland, to Seattle. If you
21 want to fly out of the Tri-Cities, you have to go to
22 Pasco to catch a plane to fly out, unless you want to do
23 it privately, in your own private plane from your own
24 private airport.

25 You know, I think we've got to look at it and

1 say, you know, we've got to move on, it's a piece of
2 ground that can be used for the entire community, for a
3 development that everyone could appreciate.

4 And if we want to say, but it's mine, I don't
5 want to lose my little piece of the pie, is it private or
6 is it the public, because it's being funded by public
7 funds. Thank you.

8 MR. MEHAFFY: Thank you.

9 And at this time I'll close the public
10 hearing and I want to thank you all for coming.

11 MR. PETERSON: Did everybody who wanted
12 to speak have a chance? Anybody else?

13 MR. MEHAFFY: There's room for a few more
14 minutes.

15 MR. PARKER: My name is Rich Parker. I
16 live at 3131 Hood Avenue here in Kennewick.

17 You know, being here, I've thought about
18 airports, I never really have before, I'm not a pilot.

19 My facility uses it. I'm the manager of
20 Pacific Cataract. And thinking about how it is that
21 airports do help economies, it is a nebulous thing, but
22 every major city has them.

23 How many people here have ridden the bus this
24 year, the local bus? Okay, not that many, all right, yet
25 I'm willing to vote to sustain a bus system. It does

1 not -- it loses money, it requires tax money to sustain
2 it for an economy. Same thing, airports are kind of
3 nebulous but, really, there's something there that cities
4 that have them seem to have better economies.

5 Now I've been in manufacturing and cost for
6 ten years and I've been in purchasing for twenty years,
7 so I've really been on financial sides of things and, you
8 know, I can see both sides of, you know, the pluses and
9 minuses of closing or maintaining the airport.

10 But, you know, there's something about an
11 airport that helps, and you can't always put your finger
12 on it as to how it helps the economy, but it does.

13 And, you know, I started to think, well, guys
14 like Donald Trump, is he going to fly into a place where
15 they don't have an airport? Probably not, yet if he was
16 to land here and said this whole thing here he can make
17 happen, he could easily dump, you know, a billion dollars
18 into it and make it happen, but if we don't have an
19 airport, he'll never land here, he'll go over to Richland
20 or a different city.

21 And there's other -- and you know , not
22 everybody is that rich. I don't have a lot of money. I
23 work for somebody who has developed a company by
24 utilizing airports in different, small airports in
25 smaller cities, you know. Lewiston, we have a facility

1 on the Lewiston airport, not downtown, no place else.

2 We have a facility here, we have a facility,
3 just built one in Bellingham on their airport. Not the
4 new, prospering Bellingham downtown area, yet we bring
5 millions of dollars' worth of salaries every year to this
6 economy, just for one little area, and it's the kind of
7 thing, it's nebulous.

8 Now the other thing I was thinking about,
9 economy wise, if you built a, if there's a city that has
10 all of these jobs that are minimum wage or low paying
11 wages, it cannot sustain itself. Sooner or later,
12 they're going to have to pay to repave the streets, to
13 rebuild stuff.

14 People making minimum wage cannot, they
15 cannot pay that type of taxes, so the city will erode.
16 What it requires is it requires people from all phases of
17 financial stature, people who are really rich down to
18 people who are starting out, who are making minimum wage
19 and everything in between.

20 And the people who use the airports are
21 people who are middle class, people who want to use it
22 for fun, yet it's a very expensive hobby, but that
23 generates a lot of money into the economy.

24 The other thing is from there on up, like I
25 say, all the way up to the Donald Trumps. The person who

1 makes minimum wage, they're not going to use the airport,
2 although I admit it is fun to come and watch planes land
3 and take off, something I've always enjoyed.

4 So it's something to realize that the airport
5 does. You can't put your finger on how it, is that it
6 helps the economy, yet if you were to look, if you were
7 to take and to drive around the airport and one by one
8 look at all of the businesses there, you're going to say,
9 well, this business isn't minimum wage, this one isn't
10 minimum wage, this one isn't minimum wage.

11 The businesses tend to be higher paying jobs
12 who also sustain the minimum wage laborers.

13 Somebody told me, with one worker out at
14 Hanford, that if a worker leaves there because they're
15 laid off, there's going to be two other jobs lost in this
16 area because of the higher paying jobs, and that's
17 something that we need to consider with the airport in
18 maintaining it being open.

19 This airport has been run down. You look at
20 it, there's nothing there. I don't see how the Port
21 commissioners can stand up and say, boy, we've done a
22 great job at trying to proliferate this airport and make
23 it go, and it just hasn't worked.

24 And so, really, it's something to stop and
25 think about, and before I end, I would really like to

1 say, thank you very much for all your comments.

2 I commented, this is better than TV. I've
3 enjoyed all the people. We're all U.S. citizens, we all
4 have freedom of speech, and it's enjoyable to hear
5 everybody talk from your different aspects, and I've
6 learned a lot. I've seen a lot of things, I've got a lot
7 of good ideas tonight, so thank you very much.

8 MR. MEHAFFY: Thank you, and thank you
9 all, again, for coming, and with that, I'll close the
10 public hearing. Thank you very much.

11 (Hearing concluded at 9:05 p.m.)

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1 STATE OF WASHINGTON)
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I, Patricia E. Hubbell, do hereby certify that at the time and place heretofore mentioned in the caption of the foregoing matter, I was a Certified Shorthand Reporter for Washington; that at said time and place I reported in stenotype all testimony adduced and proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting and that the foregoing transcript consisting of 90 typewritten pages is a true and correct transcript of all such testimony adduced and proceedings had and of the whole thereof.

I further certify that I am herewith securely sealing the said original deposition transcript and promptly delivering the same to

Witness my hand at Kennewick, Washington, on this _____ day of _____, 2013.

Patricia E. Hubbell
CSR No. 2919
Certified Shorthand Reporter

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