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4
5 April 17, 2013

6 7:00 p.m.
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8 PORT OF KENNEWICK
9 SPECIAL COMMISSION BUSINESS MEETING

10 ORIGINAL
11

12 Bechtel Board Room
13 Tri-Cities Business and Visitors Center
14 7130 W. Grandridge Boulevard
15 Kennewick, Washington
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1 PROCEEDINGS

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3 COMMISSIONER NOVAKOVICH: The Port of
4 Kennewick Commission will come to order.

5 I'd ask you please to turn off any noise
6 making device you have -- clicker, cell phones --
7 anything else that you have that may interrupt the
8 speakers at this meeting, then I'd ask you right now to
9 please rise and join me in the Pledge of Allegiance.

10 (Pledge of Allegiance.)

11 COMMISSIONER NOVAKOVICH: Well, thank
12 you. What a crowd. Thank you all for coming. It's a
13 pleasure to have you here, and it's really nice to have
14 people that are interested in Port of Kennewick projects
15 to come and talk to us and give us their comments.

16 Tonight this is a public hearing related to
17 potential amendment of the Port's Comprehensive Scheme of
18 Development and Harbor Improvements and, of course, as
19 you all know, that would be regarding Vista Field.

20 At this time, I would just like to introduce
21 our staff and a couple special people that are here this
22 evening. And I'll start with Tammy Fine; Lucinda Luke is
23 our legal counsel; Larry Peterson; Tim Arntzen, our
24 Executive Director; Commissioner Wagner; Commissioner
25 Barnes; and Tana Bader Inglima. And outside we have

1 Kandy Yates, Jennifer Roach, and Bridgette Scott, who
2 will be joining us shortly. So thank you for being here.

3 At this time, I would like to ask Lucinda
4 Luke to please go through explanation of hearing rules
5 and proceedings.

6 MS. LUKE: Yes, thank you, Commissioner.

7 The following are guidelines that are
8 established for public comment at the Port of Kennewick
9 commission meetings. It was adopted by Resolution
10 2011-05 on February 22nd, 2011. I'll run through these.
11 They lay out our guidelines for public comment this
12 evening, as well as our other meetings that are
13 conducted.

14 Public comment shall be permitted at
15 commission meetings only in accordance with these
16 established procedures. Comments shall be received at
17 the beginning of each meeting and at the end of each
18 meeting or as identified in the agenda. The president or
19 staff may read the following guidelines into the record,
20 and that is what I'm doing right now.

21 The speaker shall move to the lectern and
22 shall comment only after being recognized by the
23 president, and the lectern tonight is the table that you
24 see before you. The speaker shall state their names and
25 addresses prior to addressing the commission. Please

1 also indicate if you live within the Port of Kennewick
2 District.

3 The president shall allocate available time
4 among individuals wishing to comment. That time this
5 evening shall be three minutes for each speaker. Groups
6 are encouraged to express their views through a single
7 spokesperson, rather than individually. Speakers shall
8 limit themselves to matters regarding the issue of
9 concern. Speakers shall not repeat remarks or points of
10 view made by prior speakers.

11 The president may overrule impertinent,
12 redundant or disruptive comments. Applause or other
13 disturbances are discouraged. All remarks should be
14 directed to the president, and individuals should not
15 expect the commission, staff, consultants, other
16 speakers, or any other person to respond to their
17 comments.

18 Instead, the commission may direct the matter
19 to staff for comment at a future meeting or for a
20 commission consideration at a future meeting.

21 COMMISSIONER NOVAKOVICH: Thank you,
22 Ms. Luke.

23 I just want to expound on a couple of those
24 items. For this public hearing, because there are a lot
25 of people here, and I'm sure we'll receive a lot of

1 comments, we would ask if you would please confine your
2 comments to the potential amendment of Port's
3 Comprehensive Scheme of Development and Harbor
4 Improvements.

5 Also, the three-minute-per-speaker rule will
6 be strictly enforced, and we ask that no speaker or,
7 actually, no speaker may accept any time from any unused
8 minutes of any other speaker for this meeting. Any
9 disruptive behavior may be cause to have the person
10 removed from the room, or parties, in which case, we may
11 recess this public hearing until that's been taken care
12 of.

13 And this public hearing is for the commission
14 to hear from the public on comments that they may have,
15 listen to what you have to say, we will not respond to
16 you. Any questions that you ask will not be answered
17 this evening. So if we could abide by those rules, we'll
18 get through this as quickly as we possibly can, yet
19 giving everybody a chance to speak.

20 At this time, I would like to introduce
21 Michael Mehaffy, who will do a presentation of the major
22 issues in the controversy.

23 Michael. Michael is the consultant from DPZ
24 that's been the lead person on this and has worked on
25 this since last fall, and I believe has done a wonderful

1 job.

2 MR. MEHAFFY: Thank you, Commissioner.

3 Good evening. And I'm, as the president
4 mentioned, I'm Michael Mehaffy, and I'm representing the
5 consultant team led by Duany Plater-Zyberk and Company,
6 which includes ECONorthwest consultants, Parametrix
7 Environmental consultants, and Century West Aviation
8 consultants. And we, I want to give just an overview of
9 the study that we've done, just by way of discussion, for
10 the hearing tonight.

11 We've, and most, a number of you have heard
12 descriptions of what we've completed and the study, so I
13 won't give a lot of detail, but we've now completed a
14 roughly six-month study of alternatives for Vista Field,
15 along with a Statement of Environmental Impacts, and we
16 released that on March the 8th. And that report is
17 available on the Port of Kennewick's Airport web page at
18 the link that you see below, and I would encourage
19 everybody to have a look at that.

20 So what I would like to do, briefly, prior to
21 the other testimony, is to report to you on the process
22 that we went through and the conclusions that we made.

23 And as most here I think would know, this
24 alternative study, which includes Integrated
25 Environmental Impact Statement, as the president was

1 saying earlier, was begun because of a widespread
2 perception of under-performance of the airport and
3 disappointing progress in implementing the master plan.
4 We were not brought in to assign blame to anybody, but
5 really to look for solutions going forward and to report
6 back to the commission on what we found.

7 And the first thing that I would like to
8 stress is that we did not conclude that Vista Field
9 should be closed, but in fact that there is an
10 alternative we found under which Vista Field might become
11 a successful airport and bring positive impacts to the
12 region relative to simply continuing with current
13 operations, which have been the subject of fairly intense
14 criticism from many quarters, as we're all aware.

15 And, indeed, we found there's also a
16 redevelopment alternative, which would also bring
17 positive impacts to the region, but we did conclude that
18 the mix of costs, benefits, and trade-offs vary
19 significantly between these two alternatives. And in the
20 study, we compared these to the baseline of no action;
21 that is, continuing with the current master plan.

22 We also did conclude that, in order to
23 achieve the potential of Vista Field and to mitigate the
24 very significant weaknesses and threats that the airport
25 faces, including stiff competition from three other area

1 airports, a relatively short runway, ineligibility for
2 FAA funding, low growth trends in general aviation, and
3 other issues, that the alternatives to keep open Vista
4 Field would really require a robust strategy to get the
5 airport to fire on all cylinders, as it were.

6 And this was very much in mind with what we
7 heard from stakeholders throughout the process, who were
8 quite vocal about the need for a much more aggressive
9 commitment to the airport by the port, with many more
10 amenities and a much more competitive position in the
11 market, attracting more aircraft to be based there and so
12 on.

13 And we agreed that this kind of step change
14 was really going to be needed if the airport was going to
15 be viable long-term. That's a pretty central conclusion
16 of our report, I think.

17 So we've gone through a very informal
18 process, starting in October, to look at the
19 alternatives, and as many who participated in that
20 process know, we did a lot of public outreach and public
21 involvement to give everyone the opportunity to present
22 their information and ideas.

23 There's also been a great deal of fact
24 finding, research, and investigation, with the assistance
25 of leading experts in the field, agency officials, and

1 various sources of data.

2 So our first job was to research the issues
3 and to work with the stakeholders to understand their
4 issues and concerns. And we started off back in October
5 and very room in fact, with what's known as a scoping
6 meeting. We asked key questions and discussed key
7 issues.

8 We followed up with smaller break-out
9 meetings, looking at aviation, economic, urban planning
10 issues, environmental issues, and other issues affecting
11 the airport, and we also met with key stakeholders,
12 including the City of Kennewick and the pilots and many
13 others, and including people who support the airport
14 continuing and people who oppose the airport continuing.

15 We had intensive media outreach, including a
16 number of advertisements in the newspaper, television
17 interviews, and other ways of getting the word out that
18 this was a public process. And as this KNDO news report
19 put it, that this was really your chance, members of the
20 community, to tell the Port of Kennewick how you'd like
21 to see Vista Field in the future.

22 So we've really made an effort to explain
23 this choice to the public to help understand the issues,
24 to get involved in exploring the alternatives, and to
25 make this a broader participation in evaluating the

1 alternatives.

2 And I think there is a good piece of news
3 that comes out of this, even though there is division, of
4 course, over this issue, that there was a shared sense of
5 opportunity, regardless of what is determined on this
6 site; that there was some pretty perceptive thinking
7 about where the region is headed, how this site and this
8 larger area of the entertainment district and this
9 broader area could play a key role in the strategy for
10 the region.

11 So I think, and I hope, that there's a
12 lasting benefit coming out of this process, that it's
13 been kind of a civic conversation that's been going on to
14 clarify these larger strategic choices for the region and
15 for this site in particular. So I'm pretty confident
16 that, regardless of what the decision is on the airport,
17 that that will be something positive.

18 So as I said before, we're not going to run
19 through the detailed conclusions of the report, but I'll
20 just summarize those. But before I do, just to clarify,
21 the two alternatives that emerged and in the no-action
22 alternative, the alternative one, which is known as the
23 expansion alternative, as we thought of it, is what does
24 it take to get to critical mass for this airport?

25 And we concluded, as many people have said,

1 that the Port's visible commitment has got to be, need to
2 be seen by the aviation market, that there needs to be an
3 FBO facility that's permanent, that's attractive, that
4 offers amenities that caters to a wider community, other
5 amenities that tie into that, landscaping and other
6 elements that make it more appealing to the market,
7 really, of building the market for the airport,
8 additional off-site hangers with gates that would allow
9 the airport to grow.

10 And then another key element was to really
11 synergize the airport with the other activities around
12 it -- the industrial and medical, the entertainment
13 district -- those other things that are great
14 opportunities to build on those synergies.

15 But, again, those are not things that are
16 happening now to the degree that they could be happening,
17 and we felt that that needed a much more aggressive
18 approach to make that all happen.

19 And so there's the actual site of the
20 airport. The additional area to the northwest is where
21 we are now, the entertainment district, and we would tie
22 into that with a much more sort of synergistic approach
23 of making a relationship to those other uses to the
24 northwest.

25 The redevelopment alternative, the

1 alternative two, is really taking that same site and
2 creating more of a mixed use framework for urban
3 development, including shopping, which there's already a
4 pretty strong market for that, building on the
5 entertainment district, building some flex industrial,
6 creating open spaces and public spaces. These are things
7 that people felt pretty strongly about and felt pretty
8 excited about in terms of what could happen with civic
9 amenities, possible water features and so on.

10 And then the gradual closing of the airport
11 and a phased development of a new, pretty exciting, we
12 think, mixed-use district that could be city center, in
13 effect, of the Tri-Cities. It could be termed the
14 downtown of the Tri-Cities, but we don't want to take
15 away from the City of Kennewick, so city center of the
16 Tri Cities.

17 And, again, that's the, red line shows the
18 location of that, again, tying in with the same amenities
19 in the entertainment district, where we are now, and
20 creating many more synergies between that site and the
21 area to the northwest.

22 So, again, in both cases, we think there are
23 some real benefits to the community but, again, some
24 district costs and different trade-offs that vary
25 significantly.

1 And rather than go into detail, I think the
2 president's report that is on the table will give a
3 pretty good overview of those numbers. I'll simply run
4 over to those now to show you that, of course, in
5 Alternative 2, the aviation numbers are zero because that
6 would be closing the airport and redeveloping it.

7 But what you would see there is a much
8 larger, in both Alternative 1 and Alternative 2, much
9 larger creation of economic activity in the region,
10 creation of jobs and much healthier fiscal performance
11 for the port than the No Action Alternative, Alternative
12 3.

13 The performance on Alternative 2 is better
14 than Alternative 1, but as we've stressed many times, you
15 have to bear in mind that an airport is a piece of
16 infrastructure and there are other kinds of potential
17 benefits there, so the question is, is that something
18 that is justified being paid for, and that's something
19 for the community to decide.

20 So I think that's probably a good enough
21 overview of what we have in the report. And then if I
22 may, I can return and give you some final comments
23 towards the end of the hearing.

24 PORT PRESIDENT NOVAKOVICH: Michael,
25 thank you.

1 Commissioner Wagner, do you have any
2 questions?

3 COMMISSIONER WAGNER: No, I really don't.

4 COMMISSIONER NOVAKOVICH: Commissioner
5 Barnes?

6 COMMISSIONER BARNES: No.

7 COMMISSIONER NOVAKOVICH: Michael, thank
8 you. You've kept us pretty well informed of this whole
9 process, even though we haven't been involved in it, so
10 thank you.

11 And I just want to make a comment that this
12 process has gone through with people that are opposed to
13 the airport staying open and those would like to stay it
14 open, both coming to commission meetings and testifying
15 on the process itself, of its validity and how well it
16 was conducted, its openness, fairness, and unbiased
17 approach to everything, so, Michael, great job, thank you
18 very much.

19 At this time I would like to ask Larry
20 Peterson to please talk about the Comprehensive Scheme of
21 Harbor Improvements, the review process, what it means,
22 how it's done.

23 MR. PETERSON: Yes, RCW 53.20.010 sets
24 out the process for the Port's adoption of its
25 Comprehensive Scheme of Harbor Improvements or Comp

1 Scheme. The Commission may only act on the Comp Scheme
2 proposals following notice and conduct of a public
3 hearing. Proper notice of this hearing was provided.

4 The Vista Field Planning, Environmental, and
5 Economic Analysis with Integrated Environmental Impact
6 Statement or Report provides the foundation for
7 consideration of Comp Scheme amendment under the
8 statutorily-mandated process.

9 The purpose of tonight's hearing is to
10 receive public input and testimony whether the Port's
11 Comp Scheme related to Vista Field should be amended. At
12 present, the Comp Scheme allows for activities and
13 expenditures consistent with the 2011 Vista Field Master
14 Plan.

15 If, following the close of the hearing, the
16 Commission desires to follow the No-Action Alternative,
17 the Comp Scheme could remain unchanged and no action or
18 motion would be required.

19 If this path is selected, it would be helpful
20 to all that the Commission affirm the current Comp Scheme
21 through some action, such as a motion. If, following
22 completion of the hearing, the Commission desires to
23 amend the Comp Scheme to either support enhancement of
24 the airport or the close and redevelopment option,
25 passage of a resolution would be necessary.

1 Draft resolutions for both Enhancement and
2 Closure options have been prepared and are included in
3 your information packets.

4 COMMISSIONER NOVAKOVICH: Thank you,
5 Larry, appreciate that.

6 Tim, potential implementation of
7 alternatives.

8 MR. ARNTZEN: Yes, thank you,
9 Commissioners.

10 What I'll do is kind of give you a brief
11 review of kind of how each of the three alternatives
12 might be implemented if you were to choose one of those
13 options for action.

14 And again, some of this will require looking
15 in the crystal ball, if you will, so we'll try to give
16 you our best guess, based on either documents that we
17 have or the discussions with Michael or some of our past
18 practices on operating the airport.

19 So the first one is Alternative 1, the
20 Expansion Alternative. If you were to choose that one
21 tonight, it would require the placing of a \$42.6 million
22 bond on the ballot that would have to be approved by the
23 taxpayers. That's essentially the amount of funding that
24 it would take to create the Aerotropolis that was
25 described in the EIS.

1 And this tax would apply to all portions of
2 your Port District, which includes Kennewick, southern
3 portions of Richland, all of West Richland, Benton City,
4 and much of unincorporated Benton County.

5 The fly-in tax increase would be 32 cents per
6 thousand of property value, as assessed on real estate,
7 26 cents of that 32 cents would be for capital and there
8 would need to be approximately a 6 cent additional levy
9 per thousand to fund operations.

10 So, again, you would have a 32 cent tax
11 increase, and that would be on top of the current 33 cent
12 levy that the public is paying into the Port District,
13 so, essentially, it would be a doubling of the taxes to
14 fund the Aerotropolis or Airport Expansion Alternative.

15 Staff has looked at other funding
16 alternatives, and there really aren't anything that
17 appear to be viable. And you would probably want to
18 remember that your airport is not FAA funded. The other
19 two airports in the area receive federal funding, which I
20 believe is 90 cents on the dollar for capital
21 improvements, and Vista Field, as much as we've tried
22 over the years, is not eligible for FAA funding.

23 Under the Expansion Alternative, I think, as
24 Michael touched upon, the airport would be expanded,
25 there would be over \$19 million of private sector

1 spending generated, the airport would create 450 jobs and
2 would have about 140 based aircraft. So that's just kind
3 of the brief overview of the Expansion Alternative.

4 Alternative 2, the Redevelopment Alternative,
5 would see a phased closure of the airport, and there has
6 not been a date proposed on that, but the Commission
7 could, for example, say that if you chose that option,
8 you may elect to close the airport at the end of this
9 calendar year. In that case, you would give notice and
10 give opportunities for people to find alternative
11 locations.

12 The Port would work to reach settlement with
13 any party that has contractual benefits from the Port,
14 and that would be the purchase of the Mike Shannon
15 hanger, that is a piece of property that was ground
16 leased to Mr. Shannon. He built a hanger on it, and in
17 that lease, there was a provision that if the airport
18 ever closed, that there would be a negotiation process to
19 purchase that hanger, so that's one contractual
20 obligation that would need to be addressed.

21 The other would be repayment of state
22 aviation grants. There's just a little bit over \$300,000
23 that the Port has received from the Washington State
24 Department of Aviation, that those grants would have to
25 be repaid if we chose the Closure and Redevelopment

1 Alternative. And then the Port would most likely partner
2 with the City of Kennewick and a Community Advisory
3 Committee to do further planning on what the
4 Redevelopment Alternative would look like.

5 Now, remember, in the EIS, Michael and DPZ
6 kind of did a cursory review of what that might look
7 like, but for all practical purposes, if you chose that
8 option, there would need to be further work and detail
9 and so forth on what the actual redevelopment would look
10 like.

11 And then the third alternative, you have in
12 front of you, is the No-Action Alternative. And it
13 doesn't mean that you would just sit there and do
14 nothing. What it really means is that you would operate
15 the airport according to customary practices, which are
16 consistent with the 2011 Master Plan.

17 The No-Action Alternative there would also be
18 a couple things you would have to look at. One is you
19 would potentially have to demolish the Vista hangers.
20 We've been advised, in various documents, including the
21 2011 Master Plan, that those hangers are too close to one
22 of the taxiways.

23 So there's a possibility that even under the
24 No-Action Alternative, we may need to demolish those
25 hangers, and then I suppose it would be prudent to either

1 build new hangers yourself or to work with the private
2 sector to endeavor to build new hangers.

3 The capital improvement portion, funding
4 portion of the 2011 Master Plan probably needs to be
5 reviewed because that called for a lot of private sector
6 investment which, up to this point, really has not
7 materialized in the amounts that was anticipated, so
8 there may be a readjustment or revisiting of the capital
9 portion of the 2011 Master Plan.

10 So that's just kind of the brief overview of
11 the three alternatives, on how they might be implemented
12 should you choose any of those alternatives tonight.

13 COMMISSIONER NOVAKOVICH: Thank you, Tim.
14 Commissioner Wagner, any questions on the
15 overview?

16 COMMISSIONER WAGNER: I have none.

17 COMMISSIONER NOVAKOVICH: I have none.

18 COMMISSIONER BARNES: I have none.

19 COMMISSIONER NOVAKOVICH: At this time,
20 then, we'll move onto the public hearing, and I'm
21 supposed to have some cards.

22 MR. ARNTZEN: I have some cards here,
23 they have been passed over to me, so I will hand the
24 cards to Commissioner Wagner.

25 COMMISSIONER WAGNER: I will hand those

1 to the president.

2 MS. LUKE: Excuse me, President. You may
3 wish to record the time in which you opened the public
4 hearing and also when you close it --

5 COMMISSIONER NOVAKOVICH: Okay.

6 MS. LUKE: For the record.

7 COMMISSIONER NOVAKOVICH: It's 7:25, and
8 we will open the public hearing right now with Paul
9 Christensen.

10 Paul, if you would just come up, and, right
11 here, please, just come up. State your name and address
12 for the record, tell us if you live in the port district,
13 limit your comments to three minutes, please.

14 And who is my timekeeper? Bridgette, thank
15 you. Thank you.

16 MR. CHRISTENSEN: My name is Paul
17 Christensen. I live in Pasco, so I am not in the
18 district, but I work as a development engineer throughout
19 the Tri-City area.

20 And I've looked at the potential here, of
21 what this piece of land could do if developed in a
22 different way as the airport. You know, I understand the
23 feeling that people have in losing an airport in this
24 area, but it is part of moving on for the development of
25 the community.

1 I just see the airport, being developed
2 around it more and more, then it becomes a safety issue.
3 There are other airports in the area that could be used
4 and there are very few people that actually benefit from
5 the airport at the cost to the taxpayers, and I would
6 like to see that the airport be closed and redeveloped by
7 private individuals. Thank you.

8 COMMISSIONER NOVAKOVICH: Thank you,
9 Paul.

10 Next I would like to call Carl Holder, and I
11 guess what I'll do is call, it looks like Carol Brever,
12 Brewer on deck.

13 She's waiving me off. Okay, thank you.

14 Welcome, Carl.

15 MR. HOLDER: Welcome. It's nice to be
16 the last in and the first up.

17 The vision statement that we saw that came in
18 the newspaper and is being handed out here talks about a
19 strategic and responsibility for the taxpayers' assets,
20 but does anybody really believe that there's going to be
21 \$460 million in private redevelopment of this investment
22 and that there would be no operating expenses to
23 development the airport, but there's \$390,000 a year to
24 keep it in the No-Action mode?

25 The numbers that I see represented here

1 represent a real hodgepodge of numbers and, that, without
2 any basis, as far as I can tell. The private -- so it
3 looks like the Port would close the airport, you've got
4 liability, you've got hostility, obviously.

5 Public money starts pouring out to the tune
6 of \$12 million, land sales begin after that for \$15
7 million, and the private sector will spend \$460 million
8 on building an infrastructure and add 3,300 new jobs.

9 I don't see these numbers in any of these
10 studies as being representative of my idea of reality,
11 particularly with the location of the airport the way it
12 is. But you're going to destroy a multi-million dollar
13 asset, you've got liability, as the manager said, the
14 airport-generated tourism and revenue and public goodwill
15 is all stopped. Any airport-related businesses, of which
16 there are a number, stop and possibly leave the area.

17 But the Port then begins to spend their \$12
18 million without really any revenue, and I just see this
19 as a terrific imposition of risk to the Commission to
20 destroy this asset. So I would really like to figure out
21 who is this mystery man that is going to put up \$460
22 million guarantee to buy \$15 million dollars worth of
23 land, and without knowing, seeing some type of a plan
24 that looks like it could go forward, especially knowing
25 the way the development is going on in the Tri-Cities.

1 Without seeing some sort of a better plan for
2 redevelopment, I think closing the, you're making a
3 mistake to close the airport. Thank you.

4 COMMISSIONER NOVAKOVICH: Thank you,
5 Carl.

6 Carol. And then after Carol, we'll have
7 James Guzek.

8 COMMISSIONER NOVAKOVICH: Am I close?

9 MR. GUZEK: Yeah, but I'm not going to
10 speak.

11 COMMISSIONER NOVAKOVICH: You're not
12 going to speak. Okay, then we'll have Barb Carter.

13 Welcome.

14 MS. BREVER: Thank you.

15 COMMISSIONER NOVAKOVICH: Please state
16 your name and address for the record and it says here you
17 do live in the Port District.

18 MS. BREVER: Yes, I do. I'm Carol
19 Brever, 8803 West Klamath in Kennewick.

20 I have not totally made up my mind which side
21 I am on yet. I'm looking at all the figures, and I
22 appreciate the study that has gone into this. There is
23 one question that was just addressed about commitments to
24 the redevelopment.

25 And the other question I have that I haven't

1 seen addressed is the effect on traffic. It gets quite
2 congested around Deschutes and close to Columbia Center,
3 so I would like to see that addressed in the future.
4 Thank you very much.

5 COMMISSIONER NOVAKOVICH: Thank you.
6 Thank you for coming.

7 Barb Carter, and then we'll have Carl
8 Cadwell.

9 Welcome, Barb.

10 MS. CARTER: Thank you.

11 COMMISSIONER NOVAKOVICH: Please state
12 your name and address for the record, and your card says
13 you do live in the Port District.

14 MS. CARTER: I do. Barb Carter, 3907
15 South Dennis Street in Kennewick.

16 And I guess my comments are, could be summed
17 up in three words, "Return on investment," and I think
18 that that's one thing that, as commissioners, that you
19 need to continually keep in mind, and I know you do.

20 There's certainly tons more projects that the
21 Port is involved in, and I know staff and resources are
22 spread out between Red Mountain, West Richland, Columbia
23 Drive, and I think all of these have potential to return
24 the investment back to the Port in a much more timely
25 fashion than a long range development of the airport.

1 So I recommend that the airport be closed,
2 and that is my recommendation.

3 COMMISSIONER NOVAKOVICH: Thank you,
4 Barb.

5 Carl, and then we'll have Bill McKay.

6 The card says Carl does live in the Port
7 district.

8 MR. CADWELL: Is that a surprise to you,
9 sir?

10 COMMISSIONER NOVAKOVICH: No, not at all.
11 I'm just doing that for the record. Welcome.

12 MR. CADWELL: Well, thank you.

13 COMMISSIONER NOVAKOVICH: Carl, please
14 state your name and address.

15 MR. CADWELL: Carl Cadwell and I live on
16 Gage Boulevard in South Richland. Is that close enough?

17 COMMISSIONER NOVAKOVICH: Full address.

18 MR. CADWELL: I live at 1361 Gage
19 Boulevard, Richland, Washington, 99352.

20 COMMISSIONER NOVAKOVICH: Perfect, thank
21 you.

22 MR. CADWELL: I don't really like to give
23 out my address.

24 I want to thank you for actually hearing
25 input directly for the first time.

1 If I were given this report and I expected to
2 make a business decision, I would expect each alternative
3 to be evaluated on the same basis, and I would fire the
4 person or persons responsible for this report.

5 To expand Vista Field has been pointed out,
6 in the comment period, that all the development was being
7 done by the Port; whereas, in the redevelopment of Vista
8 Field, all of it was with private investment. And if
9 you'd applied the same criteria to both, keeping Vista
10 Field would have resulted in maybe \$6 million dollars
11 worth of Port money, not \$43 million dollars worth of
12 Port money.

13 And then you tried to whitewash this, when it
14 was pointed out in the comment period, by saying -- this
15 is just a few port meetings ago -- that you're going to
16 have private development only if it is already signed up
17 on a contract to keep Vista Field alternative open, and
18 yet you didn't apply the same criteria to the
19 redevelopment of Vista Field, and you did not have the
20 contracts, obviously, to redevelopment Vista Field.

21 And the irony of this is that there were
22 eight investors that I'm aware of that were willing to
23 put their money, private capital into Vista Field, and
24 all were stonewalled by the Port, the staff, and thrown
25 under the bus.

1 And the other glaring discrepancy is that you
2 applied administrative costs, overhead, and depreciation
3 to keep Vista Field, but you didn't have any of that
4 applied to the redevelopment of the Vista Field, and if
5 you had, the loss of the Port in redeveloping Vista Field
6 would have been about \$8 million dollar loss, not 3.7
7 million dollar in profit.

8 And your CFO, Ms. Fine, went to great lengths
9 to point out all the tasks that the Port currently
10 performs to keep Vista Field open, almost all of which
11 would be performed by a competent FBO, had one been put
12 on Vista Field, and the administrative costs would have
13 been minuscule.

14 And I'm certain you're aware that in February
15 I furnished an FBO proposal to operate Vista Field, at
16 your request.

17 COMMISSIONER NOVAKOVICH: Thirty seconds.

18 MR. CADWELL: It was a proposal, I
19 believe, the Port could work with and resulted in minimal
20 cost to the Port and would provide a very vibrant and
21 viable Vista Field.

22 There's been no discussion from you, the
23 staff, or anyone, except a letter back, saying that I
24 needed to find a sponsor for a PDA, which has absolutely
25 nothing to do with operating an FBO.

1 And then there were the two resolutions that
2 were passed -- the first in 2010, the second in 2011 --
3 keeping the field open, and then adopting a master plan,
4 and you instructing the Executive Director to implement
5 it fully. And, as you know, the Executive Director --

6 COMMISSIONER NOVAKOVICH: Carl, your time
7 is up. Thank you for your comments.

8 We'll call Bill McKay and then Chris Bolkan.

9 MR. CADWELL: You know, I can't believe
10 this. You know, I'm the largest investor out here and
11 you won't even hear me out --

12 COMMISSIONER NOVAKOVICH: Carl --

13 MR. CADWELL: -- one time, face-to-face.

14 COMMISSIONER NOVAKOVICH: Carl, please.

15 MR. CADWELL: You can throw me out if
16 you'd like, but I just don't see --

17 COMMISSIONER NOVAKOVICH: If you continue
18 a disturbance, we will ask you to leave.

19 MR. CADWELL: Okay, why don't you throw
20 me out then.

21 COMMISSIONER NOVAKOVICH: Please leave,
22 Carl.

23 MR. CADWELL: No, I'm not, you're going
24 to have to physically throw me out.

25 COMMISSIONER NOVAKOVICH: That, we won't

1 do.

2 Bill, thank you. State your name and address
3 for the record and whether you are in the Port District
4 or not.

5 MR. MCKAY: Bill McKay, 3516 West 46th
6 Avenue, Kennewick, Washington, in the Port District.

7 I've testified twice, and wrote an article in
8 the paper, but the point of the whole thing here is that
9 it's the numbers, I guess, that count, and the economic
10 development. It tends to be that the ones supporting the
11 airport tend to want to find fault with the Port or with
12 the study that was done.

13 But the question I would love them to answer
14 is, how is the airport going to be more of an economic
15 benefit to the community than the redevelopment option.
16 And as I stated in the paper, if you take the amount of
17 development, whether it's actual \$460 million or whether
18 it's \$250 million, that would go on that parcel, the tax
19 base would be significantly larger than what it would be
20 leaving it as the tax, and actually, leaving it as the
21 airport, and actually, we're supporting the airport,
22 rather than supporting itself.

23 So I hope they'll, those who support the
24 airport would please answer that question as to how it is
25 economically more viable to leave it as an airport.

1 COMMISSIONER NOVAKOVICH: Bill, thank
2 you.

3 Chris Bolkan and then Jose Chavallo.

4 MR. BOLKAN: My name is Chris Bolkan.
5 I'm a resident of Pasco Washington, 450 McDonald Drive,
6 99301.

7 I'm a supporter in this case, I didn't know
8 exactly, coming here, what I was going to be commenting
9 on, sad to say. But I, my position is that it's in the
10 best interest of the Port to go with the No Action Plan,
11 as you call it, or what I would actually like to see is
12 the development of the airport according to the master
13 plan, which would be a minimum amount of money output to
14 the Port.

15 I think it could be a viable airport but, you
16 know, everybody's heard all those arguments. The sad
17 thing is I've followed this circus since before I started
18 flying. I'm a pilot and I'm in favor of it, but it's a
19 circus and it's a saddening thing to see the politics and
20 just everything about it, you know.

21 I've been very disappointed that, while I
22 hear words of the Port and the City or whatever trying to
23 make the airport succeed, but at the same time,
24 systematically dismantling it, and then saying we're
25 going to keep it open and provide a master plan that

1 would do that in an incremental way and take private
2 development money.

3 And then -- when I first got my pilot's
4 license, I wanted to get a hanger here, and there was a
5 waiting list, all the hangers were full, you know, but
6 there was nobody building new hangers, they were full.

7 I was on a Port waiting list for a year, two
8 years. I call back, hey, have you got a hanger? No.
9 Then I came, hey, I've got money, let me build one. I
10 was stonewalled, and I had money. Now I was going to
11 build one box hanger, not a string of hangers or anything
12 like that.

13 So my comment is I think it's in the best
14 interest of everything, money wise, and there's plenty of
15 area developing all around, you don't need to destroy it
16 now, you can wait 10 years, 20 years. I don't know why
17 the sudden urgency, I don't know why the sudden study
18 came out of nowhere.

19 But my last thing is that I just think it's
20 sad to see the kind of sneaky, say one thing, do
21 another --

22 COMMISSIONER NOVAKOVICH: Twenty-five
23 seconds.

24 MR. BOLKAN: I'm almost done. How many
25 seconds?

1 COMMISSIONER NOVAKOVICH: Oh, well, I'm
2 going to be done before then.

3 COMMISSIONER NOVAKOVICH: Okay.

4 MR. BALKAN: It's been sneaky and kind of
5 dishonest, and a nice new word I heard just added to my
6 vocabulary, disingenuous. And I'm glad you now have the
7 final study to get the outcome you wanted, and I mean
8 that very facetiously, sarcastically.

9 COMMISSIONER NOVAKOVICH: Thank you for
10 your comments, Chris.

11 MR. BOLKAN: You bet.

12 PORT PRESIDENT NOVAKOVICH: Jose, and
13 then Heather Duncan.

14 MR. CHAVALLO: Jose Chavallo, 5927
15 Quinault Avenue, here in Kennewick, and I am in the Port
16 District.

17 You know, I know change is hard for
18 everybody, and you can hear it, you know, emotionally. I
19 am in favor of redeveloping for the community, it is the
20 best thing that I see in people I talk to. I'm in favor
21 of redeveloping.

22 Again, it's hard for people to take change,
23 so I'm going to keep it simple and just leave it as that.
24 Thank you.

25 COMMISSIONER NOVAKOVICH: Heather, and

1 then Jim Hodge.

2 MS. DUNCAN: Heather Duncan, 2502 West
3 Dusty Lane in Benton City. I'm not a resident of the
4 Port District, except for a few short years for
5 employment, a life-long resident of the Tri-City area and
6 I have lived in the Port District in the past.

7 I believe that the airport is an asset that,
8 once it were to be closed and dismantled, would never be
9 reobtainable with development pressures. Real estate
10 open space is something that we're just not making more
11 of.

12 There's, as some of the previous speakers
13 have pointed out, the numbers just seem somewhat
14 problematic to me, but I definitely believe that there's
15 potential for development and growth in the area without
16 dismantling the airport; in fact, focusing on it as a gem
17 and a true asset, providing access to the entertainment
18 district, to the existing retail area, there's room for
19 more businesses there.

20 Driving throughout the general Vista Field
21 area, you drive past plenty of sagebrush, even today, and
22 I believe that perhaps there might be a path forward that
23 is between the No Action and the various aggressive
24 redevelopment that has been proposed that would be more
25 reasonable, a better utilization of both private and

1 public dollars. Thank you.

2 COMMISSIONER NOVAKOVICH: Thank you,
3 Heather.

4 Jim Hodge and then Marjy Leggett.

5 MR. HODGE: Jim Hodge, 503 Paver Court,
6 Benton City, and also Vista Field, been at Vista Field
7 for 16 years.

8 COMMISSIONER NOVAKOVICH: Excuse me, sir.
9 Are you a resident of the Port District?

10 MR. HODGE: No, I'm not.

11 COMMISSIONER NOVAKOVICH: Thank you.

12 MR. HODGE: I've been at Vista Field for
13 16 years, that kind of might be the Port District, so
14 like my second home.

15 Anyway, I just would like to see the Port go
16 ahead and follow the initial plan to keep the airport
17 open. I think the value of the property in 20 years is
18 going to be even that much more, let's close it at that
19 time or do something different, but I hate to see it go
20 away so soon.

21 We have a lot of other things, the Port's
22 done real good with Clover Island, I mean, and they could
23 almost do the same thing with Vista Field if they just
24 tried and put a little more money and effort in it.

25 The first six years I was at Vista Field, it

1 was a thriving, lots of activity; the last ten years,
2 it's just been not meant to succeed. So I would like to
3 see the Port of Commissioners District to go ahead and
4 continue to keep it open, and maybe 20 years down the
5 road, let's readdress it and they're just going to make
6 that much more money on the land then. Thank you.

7 COMMISSIONER NOVAKOVICH: Thank you, Jim.
8 Marjy, and then Bill Corbin.

9 MS. LEGGETT: Marjy Leggett, 4019 Horizon
10 Drive, Pasco.

11 COMMISSIONER NOVAKOVICH: Are you a
12 resident of the Port District?

13 MS. LEGGETT: Pasco is not in the Port
14 District.

15 COMMISSIONER NOVAKOVICH: Thank you.

16 MS. LEGGETT: So, anyway, a couple things
17 I wanted to address. One is I've heard a lot of people
18 talk about the cost to the public, the cost of taxes, and
19 so I went on-line to the State Auditor's report that was
20 filed by the Port of Kennewick.

21 And the most recent report that was filed
22 there says that when you have a division of programs, it
23 says that you spent \$50,225, and that's what it says,
24 expenditure by program, \$50,225 on the airport. Now of
25 your total budget, that's only 1.6 percent of your total

1 budget.

2 Also in that report, it says that an average
3 house, a \$150,000 house will spend \$51 a year on taxes,
4 so if you take that 1.6 percent of \$51, you're talking,
5 you add \$1.82 a year that the public is spending on the
6 airport. It's not an exorbitant amount, and those are
7 the figures that were filed with the State Auditor.

8 Also I want to read just a couple of excerpts
9 from a piece of information I have here, which says that,
10 and you'll recognize this. Here's the quote, "We also
11 ran it up the flag pole, so as to speak with private
12 developers, and the private development community was not
13 seriously interested in building at the airport."

14 Also, here in this report, it says that --
15 this was another hearing we had a few years ago, not very
16 long ago, but one thing I will say is the process
17 culminated in you getting a real good cross section of
18 what the community probably feels on this issue, and that
19 was to keep the airport open. These comments are by Tim
20 Arntzen at your hearing on March 8, 2010.

21 You also said that you hear some reports from
22 the staff members on, frankly, how our little airport has
23 done, even if it's only losing \$20,000 in a year; in the
24 scheme of things, that's pretty good because virtually
25 every airport in the state of Washington loses some

1 money. They're subsidized.

2 And regarding the Vista Field not being a
3 NPIAS airport. There are 72 airports in the state of
4 Washington out of the 136 that are not NPIAS airports,
5 but supported by the Washington State Department of
6 Transportation, as you heard from Robert Hodgman at the
7 last meeting.

8 And you've heard from the Aircraft Owners and
9 Pilots Association, the Washington State Department of
10 Transportation. You've heard from the people around the
11 state --

12 COMMISSIONER NOVAKOVICH: Marjy, you have
13 15 seconds.

14 MS. LEGGETT: Thank you, I'll make it
15 fast.

16 COMMISSIONER NOVAKOVICH: Okay.

17 MS. LEGGETT: -- and you've heard from
18 people across the country that this is a viable airport
19 and it needs to stay open.

20 COMMISSIONER NOVAKOVICH: Thank you.

21 MS. LEGGETT: Thank you.

22 COMMISSIONER NOVAKOVICH: Bill Corbin and
23 then Richard Dorman.

24 MR. CORBIN: Howdy.

25 PORT PRESIDENT NOVAKOVICH: Welcome.

1 MR. CORBIN: Bill Corbin, 1867 Cadillac
2 Road, Cheyenne, Wyoming.

3 COMMISSIONER NOVAKOVICH: Obviously, you
4 don't live in the Port district.

5 MR. CORBIN: That's a good guess. For
6 the record, I do not live in the Port district.

7 I'm a professional aviator, and I became
8 aware of this meeting via the Internet and chose to come
9 to the meeting, just state for the record that I have
10 been a user of Vista Field for 28 years, and I think the
11 only thing you need to consider is putting in a
12 full-service FBO.

13 It would make the airport much more
14 attractive for professional aviators, corporate
15 operators, to visit and spend money in this airport.

16 Also the Port should consider that a
17 full-service FBO could provide aircraft and pilot
18 training services here. And nationwide and worldwide, we
19 are going into a severe pilot shortage. In the next ten
20 years, airlines alone, in the United States will need
21 over 8,000 new pilots.

22 I think the Port should consider that there
23 is much more to it than just an FBO and that training for
24 additional aviators could easily be incorporated into the
25 Vista Field plan. I can't speak for your local politics,

1 but it's something to consider. Thank you.

2 COMMISSIONER NOVAKOVICH: Thank you.

3 Richard Dorman, and then Lynda Cadwell.

4 Welcome, Richard.

5 MR. DORMAN: Thank you. Richard Dorman,
6 6084 Ironwood Drive, Mesa, Washington, and I'm not a
7 person either of the Port district.

8 I've been flying into Vista Field ever since
9 I was in high school, 40 years ago. And I retired from
10 the airlines, and it always bothered me immensely when I
11 commute home via the Kennewick airport, sometimes coming
12 home. I've flown around the United States, especially
13 the western part of the United States, and it's always
14 bothered me that around the airports like Tri-City,
15 Sea-Tac, everywhere, Portland, always this flurry of
16 small airports, like Vista Field, and it's always
17 bothered me immensely over the past ten years that the
18 airport, Vista Field have gone downhill so rapidly.

19 And as I look at that, and I've brought my
20 friends over to fly my airplanes with me and stuff, they
21 always ask, what the hell happened here? What's going on
22 with this airport? And I tell them it's politics, it's
23 management, they don't want anything to happen, they want
24 the airport gone.

25 And I think it's a travesty, even though I

1 don't pay taxes in your Port, I pay a sales tax on the
2 aircraft fuel that I use, and I burn about \$3,000 of fuel
3 a year. I buy my fuel at Vista Field so I can support
4 the airport. And I used to have my airplanes worked on
5 at Vista Field when it was FBO and, of course, all of
6 that is gone.

7 And I asked a couple of maintenance people,
8 how about come down to Vista Field, you know, there's two
9 maintenance facilities in the Tri-Cities now, one at
10 Pasco, which is equivalent to me taking my old airplanes
11 over there, it would be like taking my '64 Ford pickup to
12 Legacy Ford.

13 And then there's another one in Richland, so
14 I'm stuck taking one of my airplanes clear to Prosser and
15 then have some other guy works on them in Connell, and I
16 wish it was back the way it used to be where I could
17 bring them down to Vista Field and have them worked on.

18 So, anyway, so I hope you'll keep the airport
19 and a lot of us outside this Tri-City area because I
20 think, maintenance wise, there is a big demand. There's
21 no more small maintenance facilities in this area
22 anymore, and if you had a FBO that could provide the
23 maintenance and flight training and everything, it would
24 draw people back to Vista Field like it used to be at one
25 time. Thanks.

1 COMMISSIONER NOVAKOVICH: Thank you,
2 Richard.

3 Lynda Cadwell and then Mike White.

4 MS. CADWELL: Hi, my name is Lynda
5 Cadwell. I live at 1361 Gage Boulevard, Richland, and I
6 am a Port.

7 COMMISSIONER NOVAKOVICH: Thank you.

8 MS. CADWELL: Mine will be short.

9 I think Vista Field is an awesome asset. I
10 feel we should, the Port should follow the master plan
11 that it promised the businesses that are here at Vista
12 Field. There are two businesses in particular, and I
13 won't be shy, one of them is my husband's, that have put
14 millions of dollars, based on a promise that the Port
15 made, to follow the master plan. So I want to keep Vista
16 Field open.

17 And I feel, I'm very sad because, when the
18 decision was made to keep Vista Field open, it wasn't
19 very long before it was, people were, the Port was
20 starting to say, well, maybe we should close Vista Field.
21 So there was an air of uncertainty there that practically
22 set the whole master plan up for failure.

23 And I want to reiterate, too, that the field
24 is not used by just a few elite pilots. Businesses use
25 this too. Pacific Cataract and Laser Institute brings

1 their physicians in and their patients in, and they build
2 that facility because this airport was here.

3 And my husband goes out with equipment from
4 Cadwell Laboratories to conventions using this airport,
5 and it's part of their business also. And it could,
6 business could be, the entertainment district could be
7 build around it and it could be, according to the master
8 plan, Vista Field could be an awesome asset and a shining
9 star for the Port of Kennewick if they would put as much
10 effort into it as they have the Clover Island Marina
11 area.

12 Thank you.

13 COMMISSIONER NOVAKOVICH: Thank you,
14 Lynda.

15 Mike White and then Don Karter.

16 MR. WHITE: My name is Mike White. I
17 live at 1118 West 22nd Avenue in Kennewick. That's in
18 the Port District, and I also vote.

19 I have a presentation I made twice before
20 expecting to be heard by the commissioners but,
21 unfortunately, you were absent on those occasions, so I'm
22 going to do it again tonight with your ears present.

23 There are about two airports that went
24 through a closure with the plans of redevelopment that
25 did not happen. One was Meigs Field in Chicago, which is

1 approximately a population of about 2.7 million. It had
2 a single 3,900-foot runway located on a man-made
3 northerly island within walking distance of "The Loop,"
4 Soldier Field, McCormick Convention Center, 91 acres, at
5 52,000 operations per year, with only two based aircraft,
6 and they were search and rescue helicopters. All other
7 aircraft were transient, people flying in for, mostly for
8 business in Chicago.

9 After a previous agreement with the governor
10 of Illinois to keep Vista Field (sic) open, without
11 public notice, Richard M. Daley ordered demolition crews
12 to destroy the runway in the middle of the night of March
13 31st, 2003.

14 In the ten years after the demolition, very
15 little has been done to implement plans on the island.
16 What had been a flourishing airport since the 1940s was
17 to be redeveloped into a lush park with a recreation
18 center at a cost of around \$100 million.

19 Now only hints of these grand plans existed
20 over the island. A bike path, a few young trees, and a
21 temporary structure, including a concert venue is on the
22 island. The remainder of the property is covered with
23 tall grass field. The Chicago Park District labels the
24 island as a nature area that few people ever visit.

25 The business aviation climate has become

1 increasingly difficult due to the lack of the third
2 airport as an alternative to the heavily congested major
3 Chicago area airports.

4 In addition to the lack of options for
5 general aviation aircraft operations, Meigs' users spent
6 about \$490 million annually in Chicago. The loss of jobs
7 adjacent to the airport shall also be considered. For
8 example, the McCormick Place Convention Center has seen a
9 lot less traffic. Other than the possibility of a few
10 parks jobs, the only employment opportunity created by
11 the redevelopment are temporary jobs related to concerts
12 and other public --

13 COMMISSIONER NOVAKOVICH: You have 30
14 seconds.

15 MR. WHITE: Okay, I'm going to cut this
16 short. In other words, here is an airport of similar
17 size that was closed, and redevelopment did not occur.

18 Similarly, on the Blaine airport, a much
19 smaller airport, a smaller area, was closed. They had
20 grand plans for redevelopment, and that's not occurred.
21 The DPZ reports it's going to take \$460 million of public
22 investment to redevelop the airport. Does the commission
23 really expect that kind of money is going to come up in
24 the Tri-Cities area. Thank you.

25 COMMISSIONER NOVAKOVICH: Thank you.

1 Don, and then Bob Johnson.

2 Welcome.

3 MR. KARTER: Thank you. My name is Don
4 Karter, 7107 West 5th Place. I am in the Port district.

5 As Commissioners, your duty is to the
6 taxpayers of your Port district, and one of your jobs is
7 to development and use the land properly.

8 The ports have to do economic development as,
9 with the state, that's one of your major mandates. Real
10 estate's highest and best use, that's how you look at it,
11 and that's a hard decision for you guys to make.

12 You have to go through, look at the
13 properties you have and what is the best cost-benefit
14 ratio to the taxpayers, stakeholders. And in looking at
15 that, you look at all the positions on this, and this has
16 been vetted through the community enough, everybody knows
17 the numbers now, position 2 is the best position for the
18 Commissioners to take.

19 It's economically better, it's better for the
20 taxpayer, it's better for the business community. The
21 major -- the Chamber, the Visitor Convention Bureau,
22 TRIDEC -- have all come out in support of position 2 on
23 redevelopment.

24 And it's something that I think you, as
25 commissioners, you guys should make the decision, the one

1 thing I would like to see, I wouldn't like to see this go
2 out to the public for a vote, it's something that you
3 guys were voted in to do and you guys should make the
4 decision on it.

5 COMMISSIONER NOVAKOVICH: Thank you, Don.
6 Bob Johnson and then Vic Epperly.

7 MR. JOHNSON: Thank you, Commissioners.

8 Bob Johnson, 1911 Meadows Drive North,
9 Richland, Washington. I live in the Port district.

10 And I'm glad I'm on this side of the mike and
11 not where you guys are at. Yeah, you've got a tough
12 decision in front of you and I'm going to try to help
13 maybe make this a little easier, maybe not.

14 Maybe I have illusions of grandeur on what I
15 know and don't know. You commissioners know I've been
16 developing real estate around here, I came here in 1972,
17 and I started developing commercial real estate in 1988.
18 And I'm in favor of keeping the airport open and trying
19 to make it better in the regards of being a place for
20 aviation, and like the comprehensive report said.

21 And the reason why is because I'm one of the
22 guys that has to go around and find land to build
23 buildings on and then find tenants to get in the
24 building, go to the banks, borrow the money, write the
25 check create the jobs, do the whole thing, and so I've

1 got experience in that realm.

2 And I've probably developed in the Tri-City
3 area here since I started -- well, I actually started my
4 own business in '84 here, but I was a superintendent here
5 for other developers from 1972, right now, so it's been
6 41 years.

7 I've built three buildings in the Vista Field
8 area, three of them over here on the intersection of
9 Colorado and Grandridge, and of the \$100 million that
10 I've probably built around here, I don't see anything in
11 the future that's going to increase my involvement in the
12 Vista Field area because a lot of times I'll bring
13 clients or tenants to the area.

14 And Cummins Northwest wanted to put a big
15 facility here. They looked at the Vista Field area, they
16 found out that they liked an area over in Pasco by the
17 freeway better on Oregon Avenue. You guys know that we
18 had the surgery center that was looking also that bought
19 land from you in Spalding Park, which is a great
20 location. They did not want to be in here.

21 I've had other people that have looked at the
22 land, and this land in Vista Field, is usually, in my
23 experience, has been a bridesmaid but not a bride, and
24 there's a ton of land available in here for development
25 right now.

1 And I drove around tonight before I came here
2 and I took another look with regards to developing land
3 around the entertainment district. The land that is
4 available here now is far better, in my estimation, and
5 again, that's based on 41 years of doing this thing, far
6 better than the runways of the airport because the
7 airport is so far removed and it's an in-field site is
8 really what it is. The in-field sites are the last to
9 go, that's why they put the airport on it, that's why it
10 wasn't the prime land.

11 COMMISSIONER NOVAKOVICH: Fifteen
12 seconds.

13 MR. JOHNSON: So anyway, the banks right
14 now aren't lending money for commercial developments.
15 They will for owner occupied, and you would think that if
16 the owners wanted to be around the entertainment
17 district, there wouldn't be the dozens and dozens and
18 dozens of acres sitting vacant.

19 COMMISSIONER NOVAKOVICH: Bob, time's up.

20 MR. JOHNSON: Thank you.

21 COMMISSIONER NOVAKOVICH: Thank you.

22 Vic Epperly and then Michael, is it Luzzo?

23 MR. LUZZO: Yes.

24 MR. EPPERLY: Mr. President and Members
25 of the Board, Commission, my name is Victor Epperly. I

1 live at 42 -- no -- 8930 West Canyon Place, Kennewick,
2 Washington, and that is in the Port district.

3 COMMISSIONER NOVAKOVICH: Thank you.

4 MR. EPPERLY: I would like to, in
5 essence, give reference to your handout and the fact that
6 you are charged with economic development, and I see a
7 considerably big difference between 450 jobs for
8 Alternate 1 and close to 3,400 with the second one. Also
9 I see, with regards to investment by the private sector,
10 \$19 million versus \$460 million. Even if that figure is
11 half of that, that's still a significant difference
12 between the two.

13 One of the things that I didn't see in here,
14 and I can't remember if I read it in the report, is
15 actual tax benefit to all taxing districts. It seems to
16 me, though, as the tax level is somewhere on the order of
17 about \$12 per thousand, something like that, and this
18 translates, just on the buildings, not on the land, just
19 on the buildings, \$4.9 million a year, a significant tax
20 benefit.

21 With regards to jobs, I remember two years
22 ago, and I heard people talk about 300 jobs out here, you
23 know, as an existing impact. What, you have 5.2, there's
24 a big difference there. I think the aviation community
25 has kind of done it to themselves, in the sense that,

1 wasn't it Jackson aviation that Tried to establish a
2 business out here and it wasn't patronized. They
3 couldn't support themselves, they went out of business,
4 left the field.

5 So I'm just pointing out that when you look
6 at, and I've been here since '72, and you look at all the
7 things that have happened around the airport. You know,
8 first, when I arrived it was putting Kmart at the end of
9 the crosswind runway.

10 Then you closed the crosswind runway and not,
11 I mean, it was closed and, in essence, instead of using
12 it as taxiway for development directly related to the
13 airport, it was closed. You ran roads across it, and one
14 of the roads that you put in there was Deschutes, and it
15 was put in so close to the airport runways, you couldn't
16 put development, very much of a development, between the
17 runway and the other.

18 In fact, one of the things that just kind of
19 blowed (sic) my mind was what you gave reference to with
20 the regards to the hangers. There's a bunch of hangers
21 out there that were built too close to the taxiway, so
22 nobody was really thinking about the airport when they
23 were building out there.

24 COMMISSIONER NOVAKOVICH: You have 20
25 seconds.

1 MR. EPPERLY: And all the development and
2 financial economic benefit to the community has been all
3 the industrial development on the south side of the
4 airport.

5 I'm saying now it's the time to make the
6 decision and move forward. If you hang on, you're going
7 to be like you were two years ago and having this thing
8 come back again and haunt you.

9 COMMISSIONER NOVAKOVICH: Thank you.
10 Michael Luzzo and then Hollis Morris.
11 Welcome.

12 MR. LUZZO: Thank you. I'm Mike Luzzo.
13 Physically, I live in Pasco. I'm --

14 COMMISSIONER NOVAKOVICH: State your full
15 address, please.

16 MR. LUZZO: I'm homeless, so I live in
17 Pasco. My mailing address is in Richland, bottom line.

18 So, anyway, I am a lifelong resident of
19 Tri-Cities. Now, as far as I'm looking at your airport,
20 on March 21st of this year, the Pasco Planning Commission
21 looked at the airport, they were looking at community
22 noise standards, these were Aikens standards they were
23 looking at.

24 This is what you call a noise survey, it's a
25 noise survey, an Aikens survey. They were looking at

1 different things, zoning, they were looking at flight
2 paths within Pasco.

3 These is some things you need to consider.
4 You need to consider you're going to have lighter
5 aircraft because, right now, you've physically stated
6 that you have a 4,000-foot runway. This is going to be
7 lighter, this is going to be smaller because you already
8 have encroaching development around this area. You're
9 going to have to consider this.

10 I'm more of the mind of doing both,
11 developing around it, but you're going to have to make
12 sure that you understand you have a smaller airport. You
13 have, you could put like an area for Life Flight for
14 Kennewick General Hospital, but you're always going to
15 have to remember, the City of Kennewick is basically
16 built up around this area.

17 If you put in sewage, if you put in fiber,
18 you're going to have to consider what you actually have,
19 you have a short strip there. You're not going to be
20 able to do everything you wanted to with the airport.

21 I do support keeping the airport, however,
22 you do have one airport in Richland and you have one in
23 Pasco. The decision is up to you, but that's basically
24 what I looked at, is just you're going to have to make a
25 decision right now, because right now you're encroaching

1 on the airport.

2 COMMISSIONER NOVAKOVICH: Thank you.

3 Hollis, and then Ed Keenan.

4 MR. MORRIS: I'm Hollis Morris. I live
5 at 909 North Ledbetter Street in Kennewick. I've lived
6 here since 1964.

7 COMMISSIONER NOVAKOVICH: Could you state
8 if you're a resident of the Port district, please?

9 MR. MORRIS: I'm a resident of the Port
10 district.

11 COMMISSIONER NOVAKOVICH: Thank you.

12 MR. MORRIS: In 2011, I attended some
13 meetings, and they agreed at that time that the airport
14 was going to remain here, and I believe for at least a
15 minimum of five years.

16 And they hire a firm to come in here, pay
17 them \$250,000 to find out if we need it or not. I think
18 they should have put the \$250,000 into improving the
19 airport where it's needed and not in someone's pocket
20 that leaves the city. That's enough.

21 COMMISSIONER NOVAKOVICH: Thank you,
22 Hollis.

23 Ed Keenan and then Tom Moak.

24 MR. KEENAN: My name is Ed Keenan. I
25 live at 5504 West 11th Avenue, here in Kennewick,

1 Washington, 99338-2138 and, obviously, I'm in the
2 district.

3 COMMISSIONER NOVAKOVICH: Thank you.

4 MR. KEENAN: What I want to say,
5 basically, is the airport is close to the shopping
6 center, it's an ideal situation for an airport.

7 Cities do not get this option very often.
8 This is a gem that's close in and provides the general
9 aviation and the businesses using it close in to the
10 shopping centers and stuff like that.

11 This is not available to many cities, and if
12 we get rid of this airport, it will not become available
13 to these cities again. There will not be a third
14 airport, just too expensive. We haven't had development
15 out there, and I wish, really wish the commissioners, you
16 and you, had stood up and said, we voted for this
17 airport, we want this airport, we want services done by
18 the people over here to support this airport.

19 I've never seen you guys do that, and then
20 you say, no private people are going to come out here and
21 support the airport. Nobody invests money where there's
22 no hope. You guys never stood up for it, there's no
23 hope, your word is out there in two documents. A couple
24 of outfits put in \$6 million on your word alone.

25 It's important to keep the airport, at least,

1 you gave your word, at least you could go through one
2 commission length of time before you changed your mind.
3 This thing is, you got an option here, it's in a
4 beautiful location and it could grow, you've got two
5 plans, you got as it is now, you've got the EIS plan, and
6 you've got development that goes between those.

7 You could pick along both lines, so there is
8 growth potential out here. I hope you guys will vote on
9 it, stand up and say you're going to do it, and then
10 we'll get some private industry in here to complete the
11 job. Thank you.

12 COMMISSIONER NOVAKOVICH: Thank you, Ed.

13 Tom Moak and then Kirk Williamson.

14 MR. MOAK: Thank you. Tom Moak, 418 West
15 Kennewick Avenue, Kennewick, resident of the Port
16 district.

17 I think a lot of it deals with vision and
18 what is the Commission's vision for the Port -- is it to
19 be in a transportation airport aviation business or is it
20 to be an economic development business?

21 For the first three quarters of a century
22 that the Port has been in existence, you weren't in the
23 airport business, and you have been for almost a quarter
24 of a century, so what's your vision for the next hundred
25 years? If you look at the numbers, just by the numbers,

1 you know that the redevelopment option is going to be
2 better for the taxpayers, better for the Port, better for
3 the community.

4 You need to look at what it is that you want
5 to do. And if you want to be in the aviation business,
6 you've got two different options. It's interesting that
7 all the people who proposed all these other improvements
8 now seem to back away from the improvements that really
9 will create jobs in the community as an aviation business
10 and support the existing plan which, of the three
11 projects, provide the least benefit for the community and
12 the least benefit for the taxpayers and has the least
13 usage of that particular property.

14 This is in the center of the Tri-Cities, and
15 I think it has great potential, certainly from the
16 redevelopment standpoint, but could have great potential
17 from the airport standpoint, but all the aviators backing
18 away from it simply because of cost.

19 So you need to look at what's your vision and
20 then put yourself behind whatever vision it is, whether
21 it's one door number one, door number two, door number
22 three, and stand up and figure out how is it going to be
23 funded and how is it going to be worked.

24 But I really think there's a lot out there.
25 This is the prime opportunity for the Port of Kennewick

1 to step up to the plate, be bold. And I think of the
2 commercial that I happen to see so often on TV that says
3 we want more, we want more.

4 And I really do believe that it's not
5 complicated. It's about time that that property starts
6 to return the investment and return to the taxpayers what
7 is needed, which is jobs and economics, and I think it's
8 not going to happen with an airport. Thank you.

9 COMMISSIONER NOVAKOVICH: Thank you, Tom.

10 Kirk Williamson.

11 MR. WILLIAMSON: Kirk Williamson, 527
12 North Reed, Kennewick, Washington, in the Port district.

13 COMMISSIONER NOVAKOVICH: Thank you.

14 MR. WILLIAMSON: Gentlemen, I think this
15 is about stewardship, and I want to thank you for
16 investing in putting some numbers and some possibilities
17 before the community that we can look at.

18 Over the past 20 years or more, there have
19 been a number of promises made about, well, we'll invest
20 this, we have this much money ready to invest.

21 But it's not there, it's never happened, and
22 that money is tied to the airport, so I think it's time
23 to look at the whole thing and say, does this really make
24 sense? I'm not really willing to do very much math in
25 public, but I can tell the difference between a net

1 economic benefit a million and a half million dollars and
2 eleven and a half million dollars.

3 I think the taxpayers of the Port district
4 are best served by closing Vista Field and getting on
5 with economic development. Thank you.

6 COMMISSIONER NOVAKOVICH: Thank you.

7 I think before we continue this, if there's
8 anyone else that you would like to address the Commission
9 on this issue, we're going to take a break for about five
10 minutes. So we'll recess this meeting for about five
11 minutes.

12 (Recess.)

13 COMMISSIONER NOVAKOVICH: We'll reconvene
14 this public hearing of the special commission meeting of
15 the Port of Kennewick.

16 At this time, I would ask if there is anyone
17 else in the audience that would like to address the
18 commission? You're certainly welcome to if you didn't
19 fill out a card.

20 Just come forward, state your name and
21 address for the record.

22 Jan, welcome.

23 MS. SERIER: Jan Serier, 3324 West 19th
24 Avenue, Kennewick. I'm a member of the Port district.

25 It's very disappointing the Port has not

1 proceeded with the February 2011 plan to maintain
2 graduate advancement for Vista Field. Narrowing the
3 choices to two, when in fact the possible paths to
4 maintain Vista Field are many and varied was not a wise
5 use of time and money.

6 It's a shame that Port of Kennewick has
7 limited vision for the Kennewick of the future. An
8 airport is a port of access for its citizens to the world
9 and for the world citizens to our city, now or 20 years
10 or 50 years or a 100 years from now with the benefits
11 thereof.

12 Richland and Pasco each have an airport.
13 Kennewick should also. Selling the land to build more
14 hotel, shopping areas, office buildings is a negative
15 societal investment over time, compared to having a
16 readily accessible airport that can be a vital port of
17 the transportation of the future, transportation system
18 of the future.

19 COMMISSIONER NOVAKOVICH: Thank you.

20 Is there anyone else?

21 Seeing no one, this public hearing is closed
22 at 8:27.

23 And we'll go on with the rest of the special
24 meeting, and at this time I would like to ask Lucinda
25 Luke to do an explanation of potential commission action

1 process.

2 MS. LUKE: Yes, thank you.

3 Under the Port of Kennewick's rules of policy
4 and procedure that were adopted February 22nd, 2011, the
5 Commission's discussion is to be guided by Roberts Rules
6 of Order, newly revised. And under those rules, there
7 are times, it's recognized that there are times when it's
8 desirable to have discussion of an issue precede the
9 proposal of a motion.

10 Since any decision made regarding Vista Field
11 will be one of the most important decisions ever made by
12 the Port of Kennewick Commission, you may wish to have
13 discussion prior to having a motion pending for a vote.
14 Robert's Rules of Orders provide that in small boards or
15 commissions, the most parliamentary rules apply, but
16 certain modifications permitting greater flexibility and
17 informality are commonly allowed.

18 Now since this is the first opportunity for
19 the commissioners to discuss this matter, the
20 commissioners may wish to discuss this matter prior to a
21 motion having been made so that the commissioners may
22 have a full and open discussion of all the alternatives
23 without the constraints of having a motion pending and
24 also to address the issue of public perception.

25 If a motion is made, there may be public

1 perception that the commissioners have come to this
2 meeting with a decision prior to a full and open
3 discussion of all alternatives.

4 If the commissioners wish to discuss this
5 matter prior to a motion pending, they may adopt an
6 alternative process for this meeting. Robert's Rules
7 allows for an alternative and flexible process, if so
8 approved by the commission.

9 So if the commissioners would like to adopt
10 this process for this special meeting, you will need to
11 make a motion to utilize this alternative process to
12 allow discussion of all possible courses of action prior
13 to a motion being made.

14 COMMISSIONER NOVAKOVICH: Thank you.

15 As president of the commission, I am allowed
16 to make motions and to vote, and I move to utilize an
17 alternative process regarding this issue to allow
18 discussion prior to a motion being made.

19 COMMISSIONER WAGNER: I second that
20 motion.

21 COMMISSIONER NOVAKOVICH: It's been moved
22 and seconded.

23 Commission discussion?

24 COMMISSIONER WAGNER: I have none.

25 COMMISSIONER NOVAKOVICH: All those in

1 favor, signify by saying aye.

2 COMMISSIONER WAGNER: Aye.

3 COMMISSIONER BARNES: Aye.

4 COMMISSIONER NOVAKOVICH: Aye.

5 Opposed, same sign. Motion carries
6 unanimously. Thank you very much. We'll be having
7 discussion on this before a motion is on the floor.

8 At this time, I would like to ask Michael
9 Mehaffy to come forward with his closing comments.

10 MR. MEHAFFY: Thank you, Mr. President.

11 I would just like to say, as somebody who's
12 come from outside the region, I know this has been an
13 emotional, difficult process. This is a big decision for
14 everybody in this room, and certainly for the Port.

15 And I would like to say, too, that I've
16 gotten to know many of the people who have spoken
17 tonight, gotten to like them, and many of the people in
18 the aviation user community, in particular, and working
19 through the public process with them and I really
20 sympathize with the situation and the difficulty of this.

21 But I do want to say, just in sort of
22 summarizing what we've concluded in our report, that we
23 really have to stand behind the conclusions of that
24 report, and so I would respectfully disagree with the
25 comments that are challenging the results of the report.

1 I think we would stand behind the fairness,
2 the openness of that process, the integrity of that
3 process, and the excellent work that I think my fellow
4 consultants have done, who are really terrific economic
5 consultants and aviation consultants and engineering
6 consultants.

7 We've really tried to be fair in this process
8 and to figure out what is the best way to make a decision
9 about Vista Field one way or another, and recognizing
10 that you're at a crossroads here.

11 So many of the comments that you heard
12 tonight were comments that we also saw in the previous
13 testimony and in the comments that we received, and we
14 did go through every single one of those and made written
15 responses to them, and I would encourage everyone to
16 please have a look at those.

17 So I don't want to go through those now
18 exhaustively, but just to say that those responses are
19 there. I know, in many cases, those responses were not
20 what would please the commenters, but in a contentious
21 process like this, from my point of view, it's inevitable
22 that we're going to make somebody mad.

23 And I think the real issue for us is our
24 responsibility here -- are we looking at the facts, are
25 we calling them as we see them, are we serving the wider

1 interests that you've asked us to of the Port's entire
2 district and the region over one or another smaller group
3 that's going to benefit from that, and that includes the
4 Redevelopment, as well as the Expansion and the No-Action
5 Alternative, so that's what I see as our responsibility
6 here.

7 As I said last week, we've really concluded
8 that a step change was needed to make the airport a
9 success, and that was what was represented in the
10 Expansion Alternative. It really was our best case
11 scenario, and as I reported to you at last week's
12 meeting, we've learned from the comments through the
13 draft EIS that most of the members of the aviation user
14 community, and I think you've heard a little bit of that
15 feeling tonight who have participated in the process,
16 have now moved away from supporting that, apparently
17 because of the cost of the public investment involved.

18 And a number of suggestions that have been
19 made at a far less expensive scenario might be
20 successful. And as I said to you also last week,
21 speaking for your consultant team, we simply cannot
22 support that alternative. We went through a very long,
23 thorough, and open process and it's our professional
24 judgment that there's simply no evidence to believe that
25 there is another scenario that was uncovered during the

1 process that we went through.

2 And, in fact, it's our professional
3 conclusion, based on the weaknesses and the threats that
4 we've uncovered, that such an action would almost
5 certainly keep Vista Field in an underperforming role
6 that will continue to drain the Port of operating and
7 opportunity cost while delivering relatively little
8 benefit to the region as a whole.

9 Again, I want to stress our belief that
10 closing an airport is something that should be done very
11 rarely. It's like post offices and small schools and
12 other things, it is something that is not just a matter
13 of efficiency and economics. It needs to be done only
14 after very careful consideration and after an exhaustive
15 evaluation of alternatives.

16 And so the facts, as we see it coming out of
17 this process are clear now. We've identified a path that
18 keeping open the airport that does not appear to have
19 support from the community at this time. We can't, in
20 good conscience, recommend to you the No-Action
21 Alternative, and it does not solve any of the problems
22 that have plagued the airport for decades.

23 But we do note, as I said last week, that
24 there seems to be a sizeable stakeholder constituency
25 that has concluded that the redevelopment scenario is

1 also a responsible and viable alternative and one with
2 its own set of compelling advantages.

3 So in our professional opinions, and I talked
4 to my colleagues about this and we were all uniform in
5 recommending this, it appears that viable alternatives
6 for the airport are limited, and judging from the
7 comments we received, most stakeholders have apparently
8 come to that same conclusion.

9 I noted previously that we appreciate WSDOT
10 Aviation's stated support for this process that we've
11 gone through here and the conclusion that Mr. Hodgman,
12 who appeared last week, that we included in the notes
13 from our meeting with them that's in the EIS report, and
14 he said that, "The decision has got to come from the
15 community leadership and look at the facts."

16 And so I think we're finally at that point
17 and I think we will certainly stand behind the
18 conclusions that we made to you about those facts. Thank
19 you.

20 COMMISSIONER NOVAKOVICH: Thank you,
21 Michael.

22 Commissioners, any questions of Michael?

23 COMMISSIONER WAGNER: I don't have
24 anything.

25 COMMISSIONER NOVAKOVICH: Commissioner

1 Barnes?

2 COMMISSIONER BARNES: No.

3 COMMISSIONER NOVAKOVICH: Michael, thank
4 you very much.

5 I think I heard you right, and I think you
6 brought this up at our commission meeting, as far as the
7 No-Action Alternative is concerned, your team doesn't
8 think that that's a viable alternative and wouldn't
9 sustain itself economically?

10 MR. MEHAFFY: What we heard from you,
11 when we took the job, was to deal with the challenge --
12 we heard it from almost all quarters, frankly -- to deal
13 with the current underperforming status of the airport,
14 and in our opinion, that alternative will not do that.

15 COMMISSIONER NOVAKOVICH: Thank you.

16 MR. MEHAFFY: Thank you.

17 COMMISSIONER NOVAKOVICH: Gentlemen,
18 we've got a very big job in front of us tonight, a very
19 difficult job. There's three alternatives that we need
20 to consider.

21 We've heard a lot of testimony, I count 24
22 just tonight. Of those, eight people do not reside in
23 the Port district, so I'm not sure how much validation
24 you want to put to that, since they have no financial
25 benefit or non-benefit or have to pay additional taxes,

1 whether the airport expanded or not, so I'm not sure how
2 you want to weigh those eight comments.

3 I can say that the EIS had an appeal period
4 in which no appeal was filed, which leads me to believe
5 that everyone was satisfied with the EIS. The process,
6 we've heard from people saying, on both sides of this
7 issue, that they're very, very pleased, as I mentioned
8 before, with the EIS, with the entire process, that it
9 was open, honest, that the Port stayed out of it, it was
10 a public process, that it included none biased, it was
11 all inconclusive, and presented factual information.

12 I would like to read section 3.6 of the Port
13 of Kennewick's Rules of Policies and Procedures that
14 addresses conduct as commissioners. As fiduciaries of
15 the Port, commissioners shall make decisions on the basis
16 of public policy and shall demonstrate undivided loyalty
17 to the interest of the Port and its taxpayers. This
18 loyalty should supersede any conflicting loyalty to
19 advocacy or special interest groups.

20 That's in our policy that we adopted, and I
21 guess I would like to ask, do any of the commissioners
22 have any feelings or biases or any commitments one way or
23 the other on any of these alternatives?

24 COMMISSIONER WAGNER: No.

25 COMMISSIONER BARNES: No.

1 COMMISSIONER NOVAKOVICH: And I do not.
2 Thank you.

3 In our discussion, we have to remember that
4 we're elected to represent 125,000 people that live in
5 the Port of Kennewick District.

6 If you take out the people that are
7 constituents, that are proponents of the airport staying
8 open, not even the numbers here, but if you expand those,
9 by say it's 500, that aren't that many pilots, say it's
10 500, you still have 124,500 people that are depending on
11 us to make the right judiciary financial decisions on
12 behalf of them for their benefit.

13 So I want to remember that as we go through
14 and have discussion. I have prepared a number of just
15 kind of questions that I would like us to consider, and I
16 would just like to go through these, perhaps, as talking
17 points for discussion purposes, in open discussion.

18 How would our jurisdictional partners be
19 impacted under each alternative -- city, school
20 districts, other ports, etc.? How would the Port finance
21 airport operations if the airport were to stay open and
22 its expansion shows an increase in the loss or shows the
23 need for a greater public subsidy? Has any investment by
24 the private sector around Vista Field contributed to
25 reducing the public subsidy of the airport?

1 How would other properties near the airport
2 be impacted by each of the alternatives, including the
3 new hotel under construction near the coliseum?

4 Do we have a safety issue we need to
5 consider? How many jobs are created under each
6 alternative? Would any alternative require an increase
7 in taxes for our constituents? How would funding, if
8 necessary, of any of the alternatives impact our other
9 Port projects currently underway or plan for the future?

10 We've been warned that if the Port continues
11 to heavily subsidize non-performing assets as we
12 currently are doing, we will be insolvent by the year
13 2019. That's a biggie. So I want to consider that very
14 carefully.

15 If Vista Field were to close, how many
16 private and commercial aircraft would need to be
17 relocated, where would they go and is there available
18 alternative accommodations?

19 So, with that, I would like to open
20 commission discussion on this with Commissioner Wagner.

21 COMMISSIONER WAGNER: Well, obviously,
22 we've been pouring over this problem or problems or
23 decision we have to make. I don't think -- I think that
24 there is a lot of people whose emotions and their
25 feelings and opinions tend to say it's been there, it's

1 been there for a long time, we've had it, we love it --

2 COMMISSIONER NOVAKOVICH: He wants you to
3 talk into the microphone. Hold the mike closer.

4 COMMISSIONER WAGNER: Make all kinds of
5 noise here.

6 Yeah, we've been pondering over this problem,
7 obviously, every time it's discussed, and it's discussed
8 a lot more than just this meeting. We've had lots and
9 lots of people stop you on the street or call you at home
10 and give you their opinions. Some of them are here
11 tonight. Some of them, and a lot of them, of course,
12 weren't.

13 So I just think that we've had to take every
14 bit of information that we could possibly ferret out from
15 every possible place and lay it out on the table, and
16 then each of us individually go over it and decide and
17 then, as we come together in meetings, we could discuss
18 it.

19 It's not always the easiest process, but it
20 certainly is the most visible and the most open that, we
21 want to be as open as we could possibly be in any of
22 these decisions and anything that we think and decide
23 upon, and so I personally think that we have stretched
24 every bit that we can and I appreciate where people have
25 come here to give us their input.

1 And I just think that, in my opinion, we've
2 done everything that we can do to bring this program to a
3 head, except vote on it, so that's where I kind of am
4 standing. We can't just keep having these meetings every
5 year or two years and not come out with a result of some
6 kind.

7 And I really, really do respect and thank the
8 people who have different opinions being able to sit here
9 and discuss it with us and with their next door
10 neighbors.

11 COMMISSIONER NOVAKOVICH: Thank you,
12 Commissioner Wagner.

13 Commissioner Barnes.

14 COMMISSIONER BARNES: This is, obviously,
15 a very, very difficult decision for the Port Commission.
16 I take my fiduciary responsibility to the taxpayers and
17 to the constituents very seriously.

18 The testimony, the comments that were given
19 tonight, obviously, will factor into my decision, but
20 those are not the exclusive comments that I will have in
21 mind when I make a decision.

22 As Commissioner Wagner said, people
23 frequently, people in your network, my network, I have
24 decisions with about the airport, peer groups,
25 associates, friend, neighbors, that I can discuss this

1 with.

2 So I have a great deal of respect for this
3 airport. It's been a very important part of the fabric
4 of this community for a number of years, since the '40s
5 when it was originally built. I've been here since the
6 '70s. It's played an important role, but I believe our
7 community has changed.

8 There's been significant change since I came
9 here in the 1970s, and I brought a little aerial photo
10 that I would like to share with you, if Tana has that.

11 You all recognize where that is. That's the
12 Columbia Center Mall in an aerial photo taken in 1974.
13 Well, Vista Field is just, would be off to the upper left
14 part of that image.

15 And so by bringing this photograph to share
16 it with you, the point that I want to make is that there
17 has been tremendous change in our community over the last
18 40 years, many things bring change to our community --
19 technology, population growth, movement in our population
20 base -- many more people now reside around Columbia
21 Center. That's just the sagebrush and things that
22 existed there at that time.

23 But there's one thing that I think we can
24 count on, that we can all count on as citizens going
25 forward, and that is that we will continue to deal with

1 change, we will continue to deal with advancements. Some
2 of us, there are many things in change that I don't like.
3 I'm resistant to it, reluctant to embrace it, but change
4 is inevitable and we will continue to develop, continue
5 to advance.

6 So when I look at this airport, one of the
7 first questions I asked when I came to the commission
8 about a year ago was, how do we pay for this airport?
9 How do we make this airport more Profit & Loss Statement
10 neutral? How do we make it able to stand on its own two
11 feet? It doesn't need to make, it doesn't need to be a
12 profit center where it makes money. How do we get it to
13 a point where it's more Profit & Loss Statement neutral?

14 And the part about this airport, if there
15 were, I've told people this many times, if I could take
16 out my magic wand and wave it over this airport and
17 change one thing, I would make it eligible for FAA
18 funding because I think that was a decision made at a
19 higher level of government than the Port level, made at
20 the FAA level, where they decided that this airport is
21 not vital to the national infrastructure of airports,
22 it's not worthy of FAA funding at the 90 percent level.

23 The Port of Benton had a \$1 million taxiway
24 renovation at the Richland airport last year. Ninety
25 percent of that came from the feds, five percent came

1 from the state, so for a \$1 million project, you're
2 looking at something around \$50,000. If we have a \$1
3 million project at Vista Field, the 90 percent piece is
4 missing.

5 And it's, I liken it to a situation of, say,
6 Ritzville. We all know where Ritzville is, north of the
7 Tri-Cities. It has two federal highways that meet there
8 and run through Ritzville.

9 Well, if the Feds said, Ritzville, these
10 highways aren't important to the federal infrastructure,
11 burden of the maintenance and operation of these freeways
12 is yours, Ritzville, let's put it all on the shoulders of
13 the local taxpayer, that's a situation that's not too
14 unlike the situation we're looking at with Vista Field.

15 We don't have to federal support for this
16 piece of federal infrastructure, and that's been one of
17 the difficult things in the ongoing operation,
18 maintenance, funding of this airport. So we do have a
19 duty to our taxpayers, to our constituents to try to make
20 the decision that's in their best interests.

21 And so I look at the possible Expansion
22 Alternative of the airport where we're looking at a bond
23 measure of approximately \$40 plus million, \$42 million.
24 I'm intrigued by the Expansion Alternative. I can
25 envision a "Mini Aerotropolis," and I understand how this

1 airport is in close, within close walking proximity to so
2 many features, so many attractions that the Tri-Cities
3 has to offer, I understand that.

4 But at the same time, when we turn to those
5 people that will be asked to pay for it, I don't see the
6 support for a \$42 million bond measure, I don't feel the
7 support in the community for that level of investment at
8 Vista Field. That level of investment is similar to some
9 other rather large projects that are on the drawing
10 boards here in the Tri-Cities.

11 The Port of Pasco is looking at expansion of
12 the airport terminal at the Tri-Cities airport. That's a
13 \$36 million, that's a \$36 million project, and that's
14 "330,000" or so enplanements, people that use that per
15 year from the Tri-Cities.

16 The aquatic center is another large project
17 that is on the drawing boards, under consideration,
18 that's about a \$34 million project or so, and you think
19 about the number of users at the aquatic center versus
20 the number of users if we undertake the enhancement
21 scenario at the airport here, the number of users there.

22 So it's a difficult situation when you think
23 about how to fund it. How do we make it more Profit &
24 Loss Statement neutral? How do we make it better able to
25 stand on its own two feet? Obviously, the Port has the

1 authority to bear a loss going forward. It's well within
2 our authority as a Port to own and operate an airport,
3 that's very clear, we could do that.

4 But at the same time, we're being cautioned
5 that to do so would bring us to a risky situation, seven
6 or eight years down the road. And we've been told that,
7 in other instances, where entities or ports have incurred
8 ongoing operating losses and incurred unexpected or
9 unplanned for litigation at their airports, like at the
10 Yakima airport, they were cited by the state auditors
11 office as being irresponsible stewards of that asset.

12 So we're receiving these warning signals
13 about the airport. And, again, I'm trying to find ways
14 that the airport can be funded long-term. So I guess
15 I'll leave it at a question. I mean, those are some of
16 the questions that are in my mind when I'm considering
17 this.

18 Again, this is a big deal, I understand that
19 this asset has been in the community for a very long
20 time. Obviously, there are people that are very
21 passionate about this asset, about this airport. I fully
22 understand that, but I, at the same time, we have a
23 responsibility to the taxpayers to be stewards of the
24 resources of the Port, and I'm searching for a way, I've
25 been searching for a way to make this airport able to

1 stand on its own two feet.

2 This study was very helpful. We have three
3 alternatives, those are the only three alternative that
4 we have, at least that's my understanding. We can't say,
5 oh, we like the Enhancement Alternative but we don't
6 think it will cost \$42 million. That option is not
7 available to us. We have enhance, stay the course, or
8 close and redevelop, so those are some of my thoughts.

9 COMMISSIONER NOVAKOVICH: Thank you.

10 I have several comments, but I will tell you
11 that in March of 2010, when the vote was taken to keep
12 the airport open, I made that motion, and that was based
13 on information that I had at the time, it was based on
14 investments I was told would be coming, it was based on
15 what I thought could be a very, very positive asset for
16 the Tri-Cities.

17 I still think Vista Field staying open could
18 be a positive asset. I think there's a lot of other
19 values to Vista Field, other than the dollar signs. I
20 believe that, I believe a lot of what other people have
21 told, have said here, I believe that it's airports and
22 transportation which are things that the Port districts
23 are commissioned to do are good things.

24 However, when it comes to weighing those
25 things against the costs, it's just mind boggling the

1 difference between the two different alternatives, if we
2 take the No-Action off the table.

3 And I'll reiterate the fact that the people
4 that put together the expansion of the airport option
5 alternative are the same people that now say they would
6 rather keep with the 2011 Master Plan, which I think, as
7 was said earlier, is based on the fact of, once the
8 numbers were put to what the expansion would cost, it was
9 kind of a shock.

10 The other thing I can say is that now, since
11 2010, when I made the motion to keep the airport open,
12 there's been a lot of other information that's come
13 forward. I started searching for things, trying to, as
14 Commissioner Barnes said, what can we do, how do we keep
15 this airport open, what are the real costs, what is
16 really going on?

17 And previous studies really didn't have that,
18 and it's probably just because accounting things the way
19 the Port accounts for different things, they do want
20 break out each cost center. I asked to have that done,
21 and that's what happened in the DPZ report, is those cost
22 centers, the airport was broken out so if it were to
23 stand on its own, what income does it have, what benefit
24 does it have financially, and what income does it take to
25 operate that airport as if it were any other cost center

1 of any other entity?

2 So although I completely agree with that, I
3 also remember hearing and reading about private sector
4 investment that would come forward. I remember a
5 gentleman sitting our Vista Field Advisory Board saying
6 that he would commit to \$10 million, not of his money,
7 but of his and other people's money investment at the
8 airport.

9 Three years have past since we voted to keep
10 it open. There hasn't been one penny of investment made.
11 There has --

12 MR. CADWELL: There has.

13 COMMISSIONER NOVAKOVICH: Carl, if you
14 keep that up, I will ask you to leave.

15 There has not been one penny of investment
16 made at Vista Field that's contributed to the public
17 subsidy that's going into Vista Field, not one penny, in
18 three years.

19 We voted to keep the airport open, we gave
20 the private sector and the public a chance to do
21 something with Vista Field, and it didn't happen.

22 We've been asked a lot, and Tammy's been
23 called on the carpet a lot, and I have to give her a lot
24 of kudos for standing strong and standing behind the
25 numbers she's produced.

1 And I would just like to tell you about those
2 numbers that are in that DPZ report. We heard the
3 questioned tonight. Well, those numbers were reported by
4 our Port staff, but they also first passed the state
5 auditor. We have not had a finding for I don't know how
6 many years with the state auditor's office.

7 MS. FINE: Fifteen.

8 COMMISSIONER NOVAKOVICH: About fifteen
9 years.

10 There's nothing wrong with the financial
11 numbers that we provide the state, and believe me, I sat
12 in with one of those auditors and saw what they go
13 through, and it's a lot. They overturn absolutely
14 everything and look at everything.

15 Port staff did an extensive review of other
16 ports, cities, and government agencies to find guidance
17 on how to establish a cost allocation and methodology.
18 They reviewed first, once these were prepared, they were
19 reviewed and Cliff, Larson, Allen for acceptability of
20 this methodology and verification of any financial
21 numbers. He found no errors. They had no questions with
22 the methodology.

23 Then prior to it being audited by the state's
24 auditor, they were further conducted or further sent to
25 CB Richard Ellis for review and then Baker and Giles and

1 then Anchor. None of these people found anything wrong
2 with the methodology or the numbers that were prepared by
3 Port staff.

4 And, then again, vetted one more time by the
5 DPZ team and, again, nothing was found that would be out
6 of line. I went through the comments that were in here,
7 and there were a lot of comments, and as we said earlier,
8 on purpose, we stayed away from the public hearings.

9 We didn't want any of our fingerprints on any
10 of this. We wanted to stay out of it, have it be a
11 completely open public process so now we're able to read
12 these, and I would just like to read a couple of the
13 comments that are in here.

14 Robert Hodgman from WSDOT Aviation made the
15 comment that a key component of keeping airports open is
16 getting public buy-in. I don't see where that's here.
17 He also said, we support the planning effort, and he also
18 said general aviation is declining. Vista Field is a
19 general aviation airport. A Washington State Department
20 of Transportation expert said general aviation is
21 declining, what's the future.

22 Jay Jump, someone who leases from the Port,
23 has an airplane, is a pilot, is at Vista Field, "The air
24 industry is slowly dying -- companies that build jets are
25 falling apart, light jets not happening. Not sure how to

1 revitalize the industry."

2 This is somebody who has an airplane based at
3 Vista Field. These are his comments, right in this
4 report.

5 Carl Cadwell said, "(The) Challenge in
6 aviation, not enough young people in flying." Again,
7 where is the future? What future does Vista Field have
8 as an airport?

9 We can't continue with the operating loss
10 that we have at Vista Field, and it's far greater than
11 what was presented when we voted on it in 2010 because of
12 the way that we took and allocated costs to a cost
13 center, as any business would do.

14 The DPZ economic study shows that there's an
15 alarming discrepancy between the three possible
16 alternatives, and I can't, in all good faith, I cannot
17 exercise my fiduciary responsibility to the majority of
18 our 125,000 constituents by being swayed by compelling
19 comments from a very well structured, very well prepared
20 special minority interest group.

21 I believe that we owe the public and we owe
22 our hard working dedicated staff a decision on this issue
23 tonight and I would like to see us go forward with that,
24 if there's a motion to be brought on the floor.

25 COMMISSIONER WAGNER: I'd like to make

1 that motion, Mr. President.

2 COMMISSIONER NOVAKOVICH: Yes,
3 Commissioner Wagner.

4 COMMISSIONER WAGNER: I move that the
5 Port of Kennewick amend its Comprehensive Scheme to Adopt
6 Vista Field Airport, Alternative 2, Redevelopment, and
7 direct the Port Executive Director to take all action he
8 deems necessary to implement this motion.

9 COMMISSIONER BARNES: I second.

10 COMMISSIONER NOVAKOVICH: It's been moved
11 and seconded that we accept Alternate 2.

12 Commission discussion. Commissioner Wagner,
13 Commissioner Barnes?

14 COMMISSIONER BARNES: Well, again, this
15 is a big deal, this airport has been in the community for
16 a very long period of time. I recently became a pilot a
17 couple years ago. I understand, I think I understand the
18 level of passion that pilots have for this asset that
19 they've used, grown accustomed to having for a very long
20 period of time.

21 This is not an easy decision. You look at
22 the top of the page, objectives for the Port of
23 Kennewick, and we're, our objective are to create jobs,
24 to take measures that stimulate economic development, or
25 to enhance the quality of life for the citizens as a

1 whole, and I don't see where this asset is meeting those
2 stated objectives.

3 The usage has dropped, it's not the economic
4 driver that it maybe once was envisioned to be. So,
5 again, the change, is affected this asset, it's a victim
6 of its location in many respects.

7 The area has grown around it, development has
8 grown around it. The loss of the crosswind runway years
9 ago, the smaller and smaller circle that defined exactly
10 what the airport is. And so I'm, again, I don't see, I
11 don't see the Expansion Alternative as a viable
12 alternative.

13 I don't see that as one where we could
14 undertake a bond measure of \$42 million plus. I don't
15 see that passing in our community, and I don't see the
16 No-Action Alternative as a viable alternative as well. I
17 mean, in my view, the close and redevelopment alternative
18 is really the only feasible alternative that we have
19 available to us at this time.

20 COMMISSIONER NOVAKOVICH: Thank you. And
21 I, too, support this motion and this action by this
22 Commission. It's a tough decision, it's been going on
23 for several years.

24 I'm really disappointed that I guess maybe I
25 believed in something three years ago that couldn't

1 happen or didn't happen, I could say. I would just like
2 to add that it looks like we will be voting on
3 Alternative 2 and it looks like the support is there to
4 accept this motion and move forward with that action.

5 I would just like to make a comment that I
6 think we also need to make a commitment to this community
7 that, in redeveloping this property, that it will be a
8 first class redevelopment.

9 And we're going to plan it, we're going to
10 plan it appropriately, we're going to plan it with
11 community input, we're going to plan it with working with
12 our partners and we're going to see that it becomes a
13 true asset for the entire region and an economic benefit
14 to the City of Kennewick, to the entire region, and that
15 it will be economically viable, long lasting.

16 And I can't say that something like that is
17 going to happen overnight. I think any kind of
18 development, as I worked on Columbia Drive now for ten or
19 eleven years, and finally things are happening, this
20 could be a 20-year process, so if the public thinks that
21 something is going to happen tomorrow, it probably won't.

22 We want to make sure that the people that are
23 there, I want to make sure that they're handled properly,
24 as the Port did when it bought a trailer park, and
25 although only by law needed a year to evict those people,

1 actually took about two-and-a-half years to make sure
2 that they were properly placed in better housing.

3 So I guess with that, I would like to call
4 for a vote on the motion. All those in favor, signify by
5 saying aye.

6 COMMISSIONER BARNES: Aye.

7 COMMISSIONER WAGNER: Aye.

8 COMMISSIONER NOVAKOVICH: Aye.

9 Opposed, same side? Motion carries
10 unanimously. Thank you.

11 Is there anything else that needs to come
12 before the commission?

13 COMMISSIONER BARNES: No.

14 COMMISSIONER WAGNER: No, other than,
15 again, I would like to thank everybody for giving us the
16 input and bringing this finally to a head because we have
17 devoted our minds and hearts to this, but it's our staff
18 and it's all you people that pay taxes that made it
19 happen and we appreciate you, and I appreciate my two
20 cohorts up here. They're both great people and great
21 advisors and we'll be better off for knowing them.

22 COMMISSIONER NOVAKOVICH: Thank you.
23 This meeting is adjourned.

24 (Whereupon, the meeting
25 concluded at 9:08 p.m.)

1 STATE OF WASHINGTON)

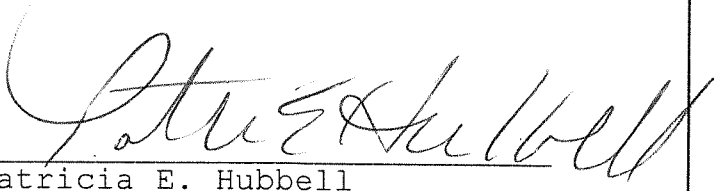
2) ss.

3 COUNTY OF BENTON)

4
5
6 I, Patricia E. Hubbell, do hereby certify that
7 at the time and place heretofore mentioned in the caption
8 of the foregoing matter, I was a Certified Shorthand
9 Reporter for Washington; that at said time and place I
10 reported in stenotype all testimony adduced and
11 proceedings had in the foregoing matter; that thereafter
12 my notes were reduced to typewriting and that the
13 foregoing transcript consisting of 88 typewritten pages
14 is a true and correct transcript of all such testimony
15 adduced and proceedings had and of the whole thereof.

16 I further certify that I am herewith securely
17 sealing the said original deposition transcript and
18 promptly delivering the same to Bridgette Scott.

19 Witness my hand at Kennewick, Washington, on
20 this 18th day of June, 2013.

21
22 
23 Patricia E. Hubbell
24 CSR NO. 2919
25 Certified Shorthand Reporter

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REGULAR COMMISSION MEETING

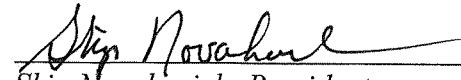
PORT OF KENNEWICK

APRIL 17, 2013 MINUTES

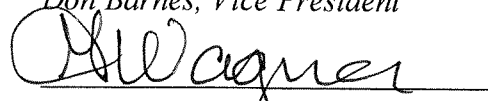
APPROVED: June 25, 2013

PORT of KENNEWICK

BOARD of COMMISSIONERS


Skip Novakovich, President


Don Barnes, Vice President


Gene Wagner, Secretary

PORT OF KENNEWICK
Resolution No. 2013-10

***A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE
PORT OF KENNEWICK AMENDING ITS COMPREHENSIVE
SCHEME OF DEVELOPMENT AND HARBOR IMPROVEMENTS***

WHEREAS, Chapter 53.20 RCW requires port districts to adopt a Comprehensive Scheme of Development and Harbor Improvements (the "Comp Scheme") which serves as the guide for future Port investment and actions; and

WHEREAS, on March 8, 2013 the Port issued the Vista Field Planning, Environmental and Economic Analysis with Integrated Environmental Impact Statement (EIS) (the "Report") which identified three alternatives for potential Port action related to the Vista Field Airport; and

WHEREAS, there was no appeal challenging the adequacy of the EIS for the Report by the filing date of March 22, 2013; and

WHEREAS, the Port Commission determines it to be in the best interest of the community to amend the Comp Scheme related to the Port's Vista Field airport property; and

WHEREAS, the Board of Commissioners are required by law to conduct a public hearing on any amendments to the Comp Scheme; and

WHEREAS, on Wednesday, April 17, 2013, after public notice as required by law, the Commission conducted a public hearing on the question of whether or not the Port's Comp Scheme should be updated as related to Vista Field.

NOW, THEREFORE, BE IT HEREBY RESOLVED by the Board of Commissioners of the Port of Kennewick that the Port's Comprehensive Scheme of Development and Harbor Improvements related to Vista Field is amended to adopt Vista Field Airport Alternative Two, "Redevelopment" as set forth in the Report;

BE IT FURTHER RESOLVED that the Port's Vista Field airport property is declared no longer necessary for Port purposes; and, preparation for further planning and sale or other disposition of the Port's Vista Field airport property is hereby authorized consistent with RCW 53.08.090.

BE IT FURTHER RESOLVED that the Port Executive Director is hereby directed to perform all actions as he may deem necessary or appropriate to implement the purpose and intent of this Resolution; and

ADOPTED by the Board of Commissioners of Port of Kennewick on the 17th day of April, 2013.

PORT OF KENNEWICK
BOARD OF COMMISSIONERS

By: 
SKIP NOVAKOVICH, *President*

By: 
DON BARNES, *Vice President*

By: 
GENE WAGNER, *Secretary*



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April 11, 2013

Mr. Tim Arntzen
Executive Director
Port of Kennewick
350 Clover Island Drive, Suite 200
Kennewick, WA 99336

Dear Mr. Arntzen:

The Aircraft Owners and Pilots Association (AOPA) represents the general aviation interests of nearly 400,000 members, more than two-thirds of the nation's pilots – including 11,100 of our members in the state of Washington. On behalf of our membership, AOPA is committed to ensuring the future viability and development of general aviation airports and their facilities as part of a national transportation system. We are especially concerned about the fate of community airports such as Vista Field.

We are writing today to encourage the Port once again to make a decision that is supportive and favors the future of Vista Field as an operating and viable airport and not to systematically phase it out of existence. AOPA notes that the Port did create a Master Plan in 2011 that offered a bright future for the airport even as it struggled to find a Fixed Base Operator. We urge the Port not to give that up, to select the Expansion Alternative in the Final Environmental Impact Statement and to renew the pursuit of an FBO.

To help you arrive at that conclusion we present two cautionary examples of airport sponsors like the Port that either sought to close the airport itself and develop the property or sold off property to turn into a mixed-use development similar to the Redevelopment Alternative. First, an airport that closed – but did not really close. In 2003, efforts began to close the Rialto Municipal Airport in California, a federally obligated airport that was seemingly “safe” from closure attempts due to assurances the City of Rialto made to the FAA as the airport's sponsor. After eighteen months of fighting those battles, the sponsor slipped in a stealth amendment to a “must pass” highway-funding bill making its way through the House-Senate conference committee at the time. That amendment released the sponsor from their grant assurances, allowing them to sell off the airport and develop the property as a large mixed-use parcel. Despite AOPA's efforts to block that amendment, it went through in the wee hours of the morning and the sponsor was no longer obligated to the Federal government.

However, ten years later, the airport is not closed, nor is it sold. In fact, it is still operating, albeit tenuously and with uncertainty. Hangars rent by the month; there is still the specter of closure hanging over the pilots heads. The last update on the City of Rialto's web site indicates that the

Mr. Tim Arntzen
Page 2
April 11, 2013

airport would close in 18-24 months, as the property is redeveloped. That update occurred in May 2011. Another statement on their web site says, "Development of "*Renaissance Rialto*" (their project name) will begin in earnest when the economy recovers and demand for new development returns." They tried to close and redevelop the airport, but found no market for it. AOPA is concerned that the Port and City of Kennewick would do the same to Vista Field and keep it in a perpetual state of limbo when it could be about the business of growing the airport.

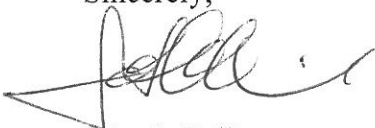
The other airport is also in California, the Long Beach/Daugherty Field Airport. Boeing Aircraft was a major tenant at the airport for decades, most recently building C-17 cargo aircraft there, but decided to consolidate operations north in Washington State. They turned over the property north of Long Beach Airport to their realty company and in 2001 began working to put in a mixed-use development. The manufacturing buildings were demolished in 2005 and only nine office buildings were built on the lots. It remains mostly empty real estate.

In each of these cases, the airport's sponsor had redevelopment plans that simply did not materialize, as there was no real market for the size and scope of the planned development. Much of that demand was driven by economics that at that time were much better than today. In today's economy, we believe maintaining Vista Field as an airport is the best use of the property. In the future, the airport will continue to allow Kennewick residents to take advantage of advances in aviation technology that will make use of aircraft for business and personal travel even cheaper, cleaner, and more quiet than it is today.

AOPA has long advocated for the continued use of Vista Field. We contend that given the right opportunities, this well-situated airport can be an economic engine for the community. We strongly encourage the Port to continue to keep the airport open and find an FBO and manager that can work towards fulfilling the 2011 Vista Field Master Plan.

Thank you for your consideration of our views on this issue. If we can be of further assistance, please contact us at 301-695-2200.

Sincerely,



John L Collins
Manager
Airport Policy

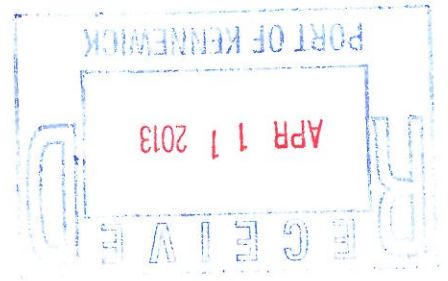
cc:

The Honorable Lynn Anne Peterson, Secretary of Transportation
Mr. Tristan Atkins, Aviation Division Director, WSDOT
Ms. Marjy A. Leggett, AOPA Airport Support Network Volunteer, Vista Field

William F. and Mary K. Edwards

3410 West 38th Ave

Kennewick, WA 99337



April 10, 2013

Port of Kennewick

350 Clover Island Drive

Suite 200

Kennewick, WA 99336

RE: Vista Field Airport

As residents and taxpayers of Kennewick for the last 14 years we believe that Alternative 2 (close and redevelop Vista Field) is the best option for the residents of Kennewick. I am not willing to spend additional money on this money pit. Anything other than this alternative is unacceptable.

Sincerely,

Bill and Mary K Edwards

Bridgette Scott

From: john mandic [jmandic77@gmail.com]
Sent: Tuesday, March 26, 2013 7:50 PM
To: Vista Field
Subject: Vista Field public comment

Close it down it's a waste of my tax dollars and it's a noise polluter it does nothing to improve my quality of life!

Vista Field Comments

[DEIS Comment period closed at 5:00pm February 11, 2013]

(Comments received from 5:01pm February 11, 2013 through 5:00pm March 1, 2013)

From: Larry Peterson

Sent: Monday, February 11, 2013 5:04 PM

To: Vista Field

Subject: DEIS Comment period closed at 5:00pm February 11, 2013

Larry Peterson
Director of Planning & Development
Port of Kennewick
350 Clover Island Drive, Suite 200
Kennewick WA 99336
(509) 586-1188 [voice]
(509) 582-7678 [fax]
www.portofkennewick.org
lpeterson@portofkennewick.org

From: Marjy L [mailto:marjyl@charter.net]
Sent: Monday, February 11, 2013 6:22 PM
To: 'EDWARD KEENAN'; Vista Field
Cc: 'Mike White'
Subject: RE: Vista Field Location Positive Feature For Tri-Cities

Thanks, Ed. You make a good point. Marjy

From: EDWARD KEENAN [mailto:keena008@tc.umn.edu]
Sent: Monday, February 11, 2013 2:11 PM
To: VistaField@PortOfKennewick.org
Cc: Mike White; Marjy L
Subject: Vista Field Location Positive Feature For Tri-Cities

Location. Location. Location. Vista Field is in a location which provides easy access to the Tri-City commercial hub for General Aviation. Few cities ever have the chance or opportunity to be able to give itself an airport in a downtown location.

While the airport is near to the business district along Columbia Center Blvd and Canal Drive, it is not part of those retail enterprises that shoppers frequent. None of the extensive vacant land around the airport contains any of these kinds of retail enterprises. If one were to contemplate building a business for the shopping public, would not the developing Southridge area be more positive, because of land availability, new hospital and the growing housing that is occurring at this time.

The airport area and the land around it have never been retail business oriented. There are no retail businesses that sell normal or common retail items in the immediate area. If one is to make an estimate of the kind of businesses that would populate this former airport area, look at the businesses that are between the runway and the railroad tracks. This is not the concept featured in the DPZ Vista Field Planning, Environment and Economic Analysis, but it is a fourth possible alternative which DPZ did not want to contemplate.

Again, having an airport in a downtown location is a rarity that few cities can realize. Vista Field is a positive feature for the Tri-Cities into the future. The Port of Kennewick passed 2010-06 to keep the airport open. A Master Plan was approved in 2011. Cadwell Laboratories added a \$2 million building to its facility. Pacific Cataract and Laser Institute built a new \$4 million facility at the airport. Jay Jump, PLLC, rents a hangar/office building from the Port of Kennewick for his Jump Law Group, his document mail sorting operation and his aircraft. These three businesses and General Aviation use Vista Field. The Master Plan and the DPZ study give many ideas for making Vista Field a winner and a solid backing by the Port of Kennewick can assure its success.

Edward P. Keenan
5504 West 11TH Avenue
Kennewick, WA 99338-2138

From: John Townsley [mailto:highflight@q.com]
Sent: Monday, February 11, 2013 10:24 PM
To: Michael Mehaffy
Cc: Vista Field
Subject: Vista Field input - Duany Plater-Zyberk Environmental Impact Statement

I regret I was unable to locate information on WHO I should submit comments to. I just learned the deadline was today. I had thought it was this coming weekend.

I am interested in aviation facilities from several points of view. Between 2007 and 2009 I served as a member of the Governor's Aviation Planning Council. The Council thoroughly examined the value of each airport in the Washington State Aviation System. We found that Vista Field was a valuable asset that was underutilized and seriously undervalued by community leaders. The study, known as the Longterm Air Transportation Study (LATS) is available for your review on the Washington Department of Transportation/Aviation Division website.

First, I believe that airports are essential infrastructure that is of critical importance in the event of a disaster. Vista field is potentially a key asset for an emergency response should upriver dams breach for any reason, or should they be unable to hold flood waters within their impoundments. Both Richland airport (KRLD) and Pasco (KPSC) are several feet lower than Vista Field, which is located on top of a bluff above the Columbia River. While unlikely, the a dam rupture is foreseeable and should therefore be considered in the EIS. It is worth noting that in several natural disasters in the recent past the location of a few key airports above flood waters from hurricanes, tsunamis, and dam ruptures became a critical factor in the prompt delivery of relief services to endangered residents of nearby communities. The area around Kennewick is geologically active. It is conceivable that earthquakes, or the after effects of seismic activity could reduce the number of useable airports from three to just one. Again, a difficult to predict, but reasonably foreseeable event that could have catastrophic consequences for residents of the Tri-cities.

Second, I believe that airports are economic engines that, like a good highway system, facilitates commerce. Washington State's Aviation Division has done several studies over the years that demonstrates this both qualitatively and quantitatively. I will not repeat the conclusions of the many studies they, and other State aviation units have completed as they are readily available and easily located with even a cursory search, whether online or utilizing any well equipped library. In the case of Vista Field, the advantages of clean, "high tech" companies that wish to locate on the field are well known. I refer you to previous studies and numerous news articles published in local news media for the names and economic contributions of those who the City and Port have not yet succeeded in chasing away. Vista Field could house a flight school. It could host a community college campus to teach students the skills needed to find high paying jobs in avionics, aircraft maintenance, or other aerospace fields that will soon face severe skill shortages. Current surveys of aerospace companies indicate a huge potential exists for well paying, stable work for skilled individuals. Congress created an enormous opportunity for companies to expand into the emerging market for Unmanned Aerial Vehicles when it

passed the Federal Aviation Administration Reauthorization Act in 2012. The demand for skilled operators, technicians, and engineers is increasing well beyond the available supply. An airport and aviation centered campus would be in an enviable competitive position within the Pacific Northwest and even nationally. Several schools outside of the area have recognized this opportunity and are moving aggressively to capitalize on it. The Tri-Cities, with its excellent weather and urban amenities, would be a wonderful training and educational environment.

Third, Vista Field is important as an asset of connectedness. The airport has in the past, prior to concerted efforts by the City of Kennewick and by the current owner, been a portal to the outside world. Modest investment in tiedowns, hangars, and a modicum of effort to facilitate a fixed base operation resulted in a self supporting airport that brought investment and investors into the area. Only in the past five or six years has the balance sheet moved to the red, and that is entirely due to the mismanagement of the facility by individuals who stand to profit from moving it from a public facility to a privately held commercial development that will produce mostly minimum wage jobs. I have family in the Tri-cities that I have flown into Vista Field to visit many times in the past 20 years. It is with sadness that I have observed the lack of vision, and the continued hostility demonstrated by both the City of Kennewick and the Port District toward this key asset. The airport could be a destination for air taxi operations. It is already the reason why Caldwell Laboratories have located to Kennewick. Other, similar enterprises that have a regional and even national market could be attracted to locate in Kennewick, if only leaders would exercise vision.

It is unfortunate that the City of Kennewick, and now the Port District, have engaged in study after study – all in search of the “right” answer which was pre-determined by a few individuals. Previous studies have determined the value of Vista Field outweighs the short term returns of building more shopping malls. Previous studies have indicated there is a need for a nurturing, supportive business climate to grow the airport into the strong and vibrant asset needed for the long term benefit of the citizens of Kennewick.

I hope Kennewick and the Port District will get off the dime. Enough studies. Now it's time to move ahead and make Vista Field the job producing engine needed to train young people for the future. The last thing Kennewick needs is more big box stores, more malls, and more places where only minimum wages are earned by underemployed and unskilled workers.

John Townsley
607 W Montgomery Ave
Spokane, WA 99205

From: Richard Dorman [mailto:dorman@televar.com]

Sent: Tuesday, February 12, 2013 3:33 PM

To: Vista Field

Subject: Keeping Vista Field

I've been using the Vista airport for over 40 years and I'm hoping that it will continue remain open as an airport.

I currently purchase my fuel for my several aircraft at the Vista Airport; even though I keep my aircraft 20 miles away. This is due to the lower fuel costs and I also want to support the airport revenue.

I also used to have my aircraft maintenance done at Vista Field, until the FBO was removed.

The fuel that I purchase at Vista Field, is the most money that I currently spend in Kennewick!

I was impressed by the detail of the hearings on changing the airport to specialized destination airport. But I think that it would just make it another very expensive FBO, such as is currently located at the Pasco Airport.

To close the airport, when several companies have made very expensive decisions to expand their businesses based upon the implied knowledge that the airport would remain open; is wrong. I believe that extensive lawsuits will drain the Port of even more tax payer money. These companies are offering good paying jobs; instead of the low paying jobs that would occur with the closing of the airport.

I believe the best plan is to keep open the airport and install a airport committee that can seek the development and sale of the land around the airport for business uses.

After reading an article in a Tri-Cities business paper; interviewing an official from the Kennewick Port, I was not impressed with his lack of knowledge in operating an airport. I don't think that spending millions of dollars to build a new terminal is currently in the best interests of the community, until the airport is self supporting sometime in the future. Let the local citizens of the Tri-Cities area make the airport thrive again thru private investment.

Thank you

Richard Dorman
6084 Ironwood Rd
Basin City WA 99343.

February 26, 2013



Mr. Skip Novakovich, Chair
Port of Kennewick Commissioners
350 Clover Island Drive, Suite 200
Kennewick, WA 99336

Dear Mr. Novakovich:

After careful consideration of all the information provided in the Draft Vista Field Planning, Environmental and Economic Analysis, the *Tri-Cities Visitor & Convention Bureau* urges the Port of Kennewick to move forward with the redevelopment option for Vista Field.

This is not a position that our organization takes lightly. The highest priority for our community as we consider this issue should be increasing business opportunities and creating economic growth for the region. Although Vista Field does support business activity as it stands now, the services currently provided are available at the other facilities within the community and the redevelopment of Vista Field would not require existing patrons to go outside the community to obtain comparable services.

Due to its geographic location there is much more potential for economic growth if Vista Field and the surrounding real estate are repurposed in a way to create increased commerce and job creation opportunities.

The travel and tourism industry generates \$392.6 million in visitor spending in our community, supports 5,100 jobs, and contributes \$31.3 million per year in state and local taxes. Any activity that supports tourism infrastructure will ensure that tourism continues to create positive economic growth for the region.

The redevelopment of Vista Field is the best option to support the tourism industry. The Three Rivers Convention Center is currently planning for future expansion and the revenues, visitor spending and sales tax base that it creates are only going to continue to grow. Along with this growth will come the need for supporting tourism related businesses, including new restaurants, retailers, attractions, and hotels. Therefore redevelopment seems to be in the best interest of the community as a whole. In order for

Mr. Skip Novakovich

February 26, 2013

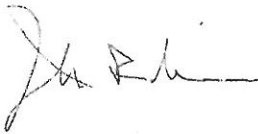
Page two

redevelopment to be successful, however, we strongly encourage the Port of Kennewick develop a detailed master plan outlining the best use of land for Vista Field.

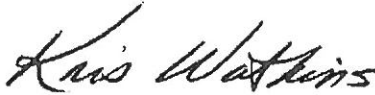
We recognize that airports are an important aspect of the Tri-Cities' tourism portfolio. With the proposed expansion of the Tri-Cities (Pasco) Airport and the services available at the Richland Airport, the transportation needs for visitors and residents will be adequately accommodated both now and in the future.

We appreciate the Port of Kennewick's willingness to consider our position in this matter. In the best interest of future economic growth and development of the Tri-Cities, we urge the Port of Kennewick to select the "redevelopment" alternative for Vista Field. In order to save the taxpayers the cost of an election estimated at nearly \$90,000, we recommend that the Port Commissioners make the decision on the direction of the Vista Field.

Sincerely,



John Neill
Chairman of the Board



Kris Watkins
President & CEO

From: Tom & Carol Price [mailto:cltprice@frontier.com]

Sent: Thursday, February 28, 2013 10:50 AM

To: Vista Field

Subject: Vista Field Issue

Once again we encourage you to either close Vista Field or place the issue on a ballot so taxpayers have an opportunity to make the decision for our community.

We can't help but notice the number of people from outside our tax base weighing in on the decision. A number of the "pro" letters published in the TriCity Herald and a number of the parties referred to as supporters of Vista Field in articles published by the TriCity Herald reside outside Benton County. We don't understand why their input should affect any decisions that must be funded with local tax dollars.

We have airports readily accessible in Richland and Pasco. To continue to funnel taxpayer dollars to a facility that provides a "convenience" for so few of our local citizens is not a responsible use of declining revenues.

Hopefully you are listening to the people who must pay the bill for Vista Field, rather than those with special interests.

Sincerely,

Tom and Carol Price
3004 South Morain Place
Kennewick, WA



February, 22 2013

Tim Arntzen, Executive Director
Port of Kennewick
350 Clover Island Drive Suite 200
Kennewick, WA 99336

Dear Tim,

The Tri-City Regional Chamber of Commerce would like to commend the Port of Kennewick Commissioners for their forethought and efforts into presenting to the community a well written and informative Planning, Environmental and Economic Analysis on the Vista Field Airport. The decision as to what to do with the Vista Field Airport and how it would best serve the Port of Kennewick District, and the community has been a long and arduous process with differing opinions. The report presented the community with three different alternatives for the future of Vista Field.

During the Tri-City Regional Chamber of Commerce Board of Directors meeting on Wednesday, February 20, 2013 the Board voted unanimously to recommend that the Port of Kennewick close Vista Field Airport and pursue Alternative 2 (redevelopment).

In considering these three alternatives the Tri-City Regional Chamber of Commerce believes this would benefit both the taxpayers of the Port of Kennewick District and present greater opportunities for economic development. We also encourage the Port Commissioners to make the decision as to which direction to take rather than putting it to a public vote.

We would be happy to discuss additional details or answer questions with you or your staff.

Sincerely,

A handwritten signature in blue ink that reads "Lori Mattson".

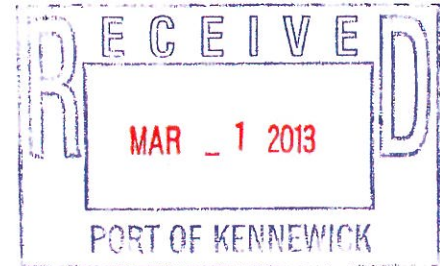
Lori Mattson, IOM
President & CEO

A handwritten signature in blue ink that reads "Mike McWhorter".

Mike McWhorter
Board Chair

March 1, 2013

Mr. Skip Novakovich, Chair
Port of Kennewick Commissioners
350 Clover Island, Ste. 200
Kennewick, WA 99336



Dear Skip:

RE: Draft Vista Field Planning, Environmental and Economic Analysis

First, I want to thank you for taking the time to brief TRIDEC's Executive Committee on the contents of the Draft Vista Field Planning, Environmental and Economic Analysis. Your presentation was not only informative, but thought provoking.

We understand that the Port of Kennewick is seeking input on the Draft Report from the community at large and from organizations such as TRIDEC. It is also our understanding that your focus has been on two preferred alternatives – expansion of Vista Field and creation of a “Mini-Aerotropolis” or closing the airport and redevelopment of the land into the “Downtown of the Tri-Cities.”

First, we believe that either alternative will result in impacts to surrounding businesses. Therefore, as a prerequisite to selecting one of the preferred alternatives, the Port of Kennewick must develop a detailed plan to mitigate impacts. If the airport is to be closed, businesses and others that use the airport must be given sufficient time to find alternative accommodations for aircraft and change of business operations. With redevelopment, increased traffic and congestion must be considered. If airport expansion is selected, then mitigating increased air and ground traffic and noise impacts must all be of concern.

TRIDEC feels that the selection of either of the preferred alternatives by the Port will present enormous challenges. The “Mini-Aerotropolis Concept” does not exist anywhere, at least anywhere in a community of the size and demographics of the Tri-Cities. The challenge of convincing investors (and voters) that the concept is viable and has a strong potential of succeeding is in our mind doubtful.

On the other hand, there are numerous examples of downtowns being successfully reborn and city centers being developed where none existed previously. So, the “Downtown of the Tri-Cities Concept” is not totally untried. Unfortunately, for downtown development, for every success there is also one not so successful.

Mr. Skip Novakovich
February 19, 2013
Page two

TRIDEC takes the consultants estimate of needed public investment and resultant private investment at face value. We believe expanding the airport will require a much higher ratio of public versus private investment to achieve modest success. Also, we suspect that it may take more public investment to stimulate development of the "Downtown Concept" and result in less private investment than noted in the analysis.

TRIDEC encourages the Port of Kennewick to do something more with the Vista Field site than is currently being done. Even though we are mindful of the impacts to existing business, we believe that the "Redevelopment" alternative will lead to the creation of a larger number of long-term employment opportunities and taxable private investment than expanding the airport. The Tri-Cities has two well run and well maintained airports that can accommodate general aviation aircraft and we believe the Vista Field site has potential to be redeveloped into a area of regional economic significance.

Thank you for the opportunity to comment on this important issue facing our community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carl F. Adrian', with a long horizontal flourish extending to the right.

Carl F. Adrian
President/CEO

Copies to: Tim Arntzen
 Don Barnes
 Gene Wagner