

August 2006

Ainsworth Overpass Work Well Underway



The new bridge structure of the Ainsworth Overpass is nearing completion.

Construction is proceeding smoothly on the Ainsworth Overpass, with completion slated for mid-September.

The \$9.2 million overpass will move vehicle traffic over the railroad tracks — from Second Avenue to Seventh Avenue — allowing for improved flow of both vehicles and freight to and from the Big Pasco Industrial Center. It will also include pedestrian and bicycle paths.

During construction, traffic has been rerouted along "A" Street. Throughout the project, businesses and homes in the construction area have continued to have access with detours.

"We have appreciated the public's patience during this major construction project," said Randy Hayden, Director of Planning and Engineering.

Funding partners in the project are the State of Washington Freight Mobility Strategic Investment Board (major funding partner), City of Pasco, Port of Pasco, Washington State Transportation Improvement Board, Washington State Department of Transportation and Burlington Northern Santa Fe Railway Company.

The project is scheduled to be dedicated on September 14.



Train traffic is already able to run under the new overpass.

PORT OF PASCO

BEACON

New Plan Developed for Tri-Cities Airport Business Center

A new strategic plan is in place for the development of the Port of Pasco's 75-acre Tri-Cities Airport Business Center located west of the airport.

To craft the plan, the Port took advantage of new legislation allowing it to tap into the expertise of the Port of Seattle.

"The Port of Seattle went to the state legislature and requested permission to provide consulting services to similar organizations. They have a great deal of expertise which they knew could be beneficial to other entities in the state including other airports. We were one of the first to utilize this new service," said Jim Morasch, Airport Director. "It was really helpful to be able to have an outside group look at what we have, what we have done and make recommendations on how to move forward."

The initial step taken by the Port of Seattle was a market analysis which included meeting with local economic development officials, looking at forecasted population and job growth in the area, and determining businesses and office space needed to address this growth. They then determined best use of the property based on their research, location next to the airport and Columbia Basin College, the development possibilities with the new I-182 freeway

exit as well as the access to the center off of both Argent Road and 20th Avenue.

Findings and Recommendations

Their findings and recommendations were presented to Port of Pasco officials in April. Among their recommendations were to:

- create specific covenants and development policies for the center.
- create a coordinated, thematic development.
- encourage design of flexible buildings (potential for reuse).
- leave lot sizes unspecified — remain open to market influences.
- prepare a marketing plan.

Proposed Business Development

According to the report, the location of the center is ideal for:

- businesses related to retail and office space.
- businesses which utilize small warehouse space.
- hospitality businesses with meeting space.
- businesses which can utilize the location near the airfield.

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Sites are now available for lease at the east and west ends of the new Tri-Cities Airport Business Center.

Work Begins at Intermodal Transportation Terminal

Work began in mid-June on the \$5.4 million Intermodal Transportation Terminal improvement project which, when complete, will provide important economic benefits to the region including securing and expanding rail connections for the area's export shippers.

The terminal handles agricultural products produced in southeast Washington bound for Asian markets. Primary commodities are hay cubes, whey, wheat, and onions. In 2000, the Port invested approximately \$2.4 million in the terminal to improve container movement.

Prior to September 2004, containers were shipped almost exclusively via barge on the Columbia River to the Port of Portland. After September 2004, two of the shippers stopped calling on the Port of Portland and instead required producers to haul their containers to the Port of Tacoma by either truck or rail. As a result, barge shipment of containers out of the Port of Pasco fell from 400 per month to less than 60 per month, while expected rail shipments grew from a maximum of 30 containers per month to 200 containers per month.

Rail shipments are expected to increase even further in 2006 with the addition of containers from ports in Eastern Idaho and Northeastern Oregon. Mixed freight shipments are also expected to increase as Burlington Northern Santa Fe (BNSF) concentrates regional service at strategic locations like Big Pasco which are easily accessed from BNSF hubs. Rail facilities at the Port are adequate for the lighter volumes previously experienced, but not for the heavier volumes now needed.

Work on the project has been broken down into five phases, three of which already have funding secured:



All new container traffic out of the Port of Pasco headed for Tacoma and Seattle is now being routed along the Columbia River. The other route, through Stampede Pass, is at capacity. The ovals indicate the areas where the majority of commodities which travel through the Port originate.

Phase 1: Funded - \$3.4 million

Construct a new spur track and rebuild the existing lead track into Big Pasco. The new spur track allows BNSF to serve the Port without delaying their main-line traffic. A runaround track will also be built to facilitate switching.

Phase 2: Funded - \$700,000

Construct new intermodal tracks at the Container Terminal barge slip. This is an immediate need to satisfy intermodal shipping demands displaced from the barge option. It will also improve truck and rail capacity.

Phase 3: Funded - \$1.3 million

Add a new intermodal and mixed freight track

along the north side of Big Pasco to accommodate a unit train or merchandise train. BNSF has designated Big Pasco as one of three strategic rail properties in the region where they will expand service. Other locations will be eliminated from service as BNSF focuses regional service only on properties near to and easily serviced by existing BNSF hubs. The resulting demand for rail served property will create a near-term need (within 3-5 years) for this new track at Big Pasco.

The funding for this part of the project was included in the state of Washington's 2005-07 biennium transportation budget. Senator Mike Hewitt was instrumental in securing this funding along with assistance from Representative Shirley Hankins on the House side.

Two additional phases are planned, and an additional \$2.8 million has been requested from a federal appropriation. Work on these two phases will include:

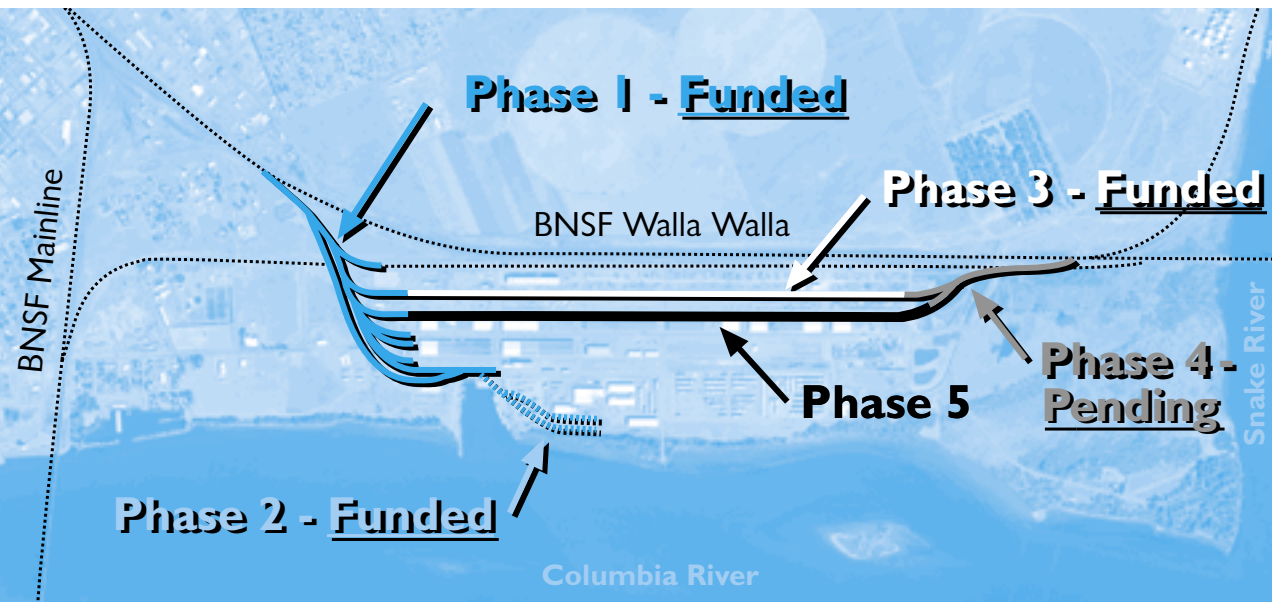
Phase 4: Pending - \$800,000

Construct an east exit spur to the BNSF Walla Walla line for more efficient movement into and out of Big Pasco of agricultural products heading to markets aboard. Funding for this phase was recently secured by U.S. Senator Patty Murray as a part of the Transportation, Treasury, Judiciary Housing and Development Appropriations bill. Funding is now awaiting approval in the House of Representatives.

Phase 5: \$2 million

Construct a second multi-use track along north Big Pasco to meet the increased demand for rail-served property.

"The Port feels very fortunate to have received the initial funding to improve rail development at Big Pasco. We look forward to attracting new businesses which will be able to take advantage of this first-rate transportation hub," said Randy Hayden, Director of Planning and Engineering.



Three of the five phases to improve the Port of Pasco's Intermodal Transportation Terminal at Big Pasco are now underway. Funding for the fourth phase is pending.



You are invited to attend meetings of the Port of Pasco commissioners. Regular public meetings are held at 10:30 a.m., the second and fourth Thursdays of each month in Port offices 904 E. Ainsworth Avenue. We hope to see you there.

The agenda of each meeting will be available on the Port's website two days prior to the meeting.

Port Commission:
Ernie Boston, Jim Klindworth, Bill Clark

Port Staff:
Jim Toomey Executive Director
Jim Morasch Director of Airports
Ron Foraker Assistant Director of Airports
Arthur Owen Airport Chief of Police
Linda O'Brien Director of Finance & Administration
Randy Hayden Director of Planning & Engineering
R. Sam Good Director of Properties & Development
Vicky Keller Public Records

Port of Pasco:
904 E. Ainsworth
(509) 547-3378

Tri-Cities Airport:
3601 N. 20th Avenue
(509) 547-6352

Mailing Address:
P.O. Box 769
Pasco, WA 99301

Additional Port information can be found on the internet at www.portofpasco.org
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New Fire Station Now Open

The new Airport Rescue and Fire Fighting station (ARFF) at the Tri-Cities Airport is now operational. The new \$3.22 million, 11,500 square foot facility is located west of the existing station and provides emergency services for both the Tri-Cities Airport and the City of Pasco.

The fire station at the airport is owned by the Port, but under an agreement with Pasco, it serves as one of the city's three fire stations. The fire fighting personnel who staff the station are additionally certified to handle airport emergencies.

"This is a local partnership that works very well and we've had a good relationship with the city over the years. The city is in the fire fighting business, and all they needed to do was have additional training to handle airport emergencies. By being located at the Port's ARFF, they are able to have a station in an important part of the city, too," said Jim Morasch, Airport Director.

The Federal Aviation Administration awarded the Port a \$2.3 million grant for the \$3.7 million project. The Port and city shared the remaining costs. The new facility will house fire fighting equipment for both city and airport emergencies.

"When there is an emergency in the city, they use city owned fire equipment. If they are needed at the airport, they use the equipment owned by the Port which is especially designed for airport emergencies," said Ron Foraker, Assistant Airport Director. At least one fire fighter remains at the station at all times in case of an emergency at the airport.

The new station is located just west of the airport — far enough away should the FAA institute restrictions as it did following the September 11 tragedy, it would not impact access to or from the station.

The old station, built in 1968, will be torn down.



The new fire station at the Tri-Cities Airport is now open. The project is a joint venture of the Port of Pasco and the City of Pasco.

New Plan Developed

(Continued from page 1) One of the major changes recommended in the report was implementing flexible lot sizes and placement of roads within the development. Initial plans for the center had specific lot designations and a road running the length of the center. The report recommended allowing the development of the center to help dictate where roads and access to the center are located.

"They were quite candid with us on the potential development of the Tri-Cities Airport Business Center. It provides a location not available elsewhere in the Tri-Cities. They encouraged us to be somewhat selective in the development within the center and work with prospective tenants to achieve our goals. They also told us to be patient — 5, 10 or more years — and know what goes in long term," said Morasch.

For more information about the Tri-Cities Airport Business Center, contact Ron Foraker at (509) 547-6352.

The Port of Pasco welcomes FedEx Ground to the Pasco Processing Center

PORT SHORTS

Summer Employees

Again this summer, the Port of Pasco added summer employees. Those working at Big Pasco on this short term basis were Nathan Coppock, a Washington State University student who marked his sixth year of summer work at the Port, RJ Walker who has enlisted in the U.S. Marine Corps and will report to Camp Pendleton this fall, and Scott Curtis is a senior at Riverview High School.



Scott Curtis



Nathan Coppock



RJ Walker

In addition, at the Tri-Cities Airport was Jason Tuinstra, a student at the University of North Dakota, working his third summer for the Port and Cody Zarndt who is working this year for the first summer.



Cody Zarndt



Jason Tuinstra

Army Reserve Building Available

The United State Army Reserve Center building, located across from the Port of Pasco's main office on Ainsworth Avenue, was among the facilities cited in 2005 for closure. The Port of Pasco has agreed to serve as the Local Redevelopment Authority for disposal of the building.

The first step in the two-year process was a workshop held on July 12. "The process is designed to help determine what is the best use of the property for the community," said Randy Hayden, Director of Planning and Engineering.

For more information, contact Randy Hayden at (509) 547-3378.

Correction

In the last issue of the Beacon, Monte Matthews was identified as a Transportation Security Administration employee. Monte actually works for the Port of Pasco.



Congratulations Art!



Art Glasow

After 31 years of service to the Port of Pasco, Art Glasow has retired. Art worked as a full-time security guard at the airport and was a very familiar and well liked person at the airport. We wish him the best in his retirement!

The Port Welcomes Jordan, Eric & Rich

The Port of Pasco welcomes three new employees. Jordan Case worked for Amos Construction prior to coming to the Port of Pasco. He has experience in construction and landscaping. Eric Garza worked for Apollo, Inc. and his previous experience includes construction and farming. Both are Pasco high school grads.



Jordan Case



Eric Garza

Rich Keppel was hired as a security guard at the Tri-Cities Airport. His previous experience was as a police officer trainee at the City of Pasco and a security officer at Honeywell as well as the Air Force.



Rich Keppel

Tour the Port of Pasco

The Port of Pasco invites you to a FREE tour of the Port. The tour is scheduled for Wednesday, August 30, 2006 at 11:30 a.m. in the Port's Administrative Office, 904 S. Ainsworth Avenue, Pasco. Lunch is included.

Space is limited so call today to reserve your seat — 547-3378.

Marine Terminal Clean-up Continues

Stage 3 of the clean-up activities at the Port's Marine Terminal has been completed while work continues to bring the property back to a place where it can be available for re-development.

When operational, the 28-acre Marine Terminal site included a 20 million gallon petroleum tank farm. Petroleum was barged upriver from Portland and then pumped into the tank for distribution via truck to various destinations throughout the area. The tank farm was demolished in 2001.

Clean-up work at the site includes removing the underground petroleum plume leftover from the tank farm.

The next step of the clean-up will include help from Mother Nature.

"In addition to our mechanical cleanup equipment, we're going to implement a low-tech, green way to enhance cleanup at the site. We are going to be planting hybrid poplars on the site. The trees use their roots and leafy growth to help remove the petroleum contamination from the soil. Although somewhat



As a part of the work at the Marine Terminal site, air is forced into the ground with the use of pipes which span the site and speed clean-up.

experimental, these particular patented hybrids have been shown to assist and speed up clean-up at other sites," said Randy Hayden, Director of Planning and Engineering.

Following clean-up, the poplars will be removed.

"Clean-up is expected to continue for another five years, at which time we're hoping the site will be at a level acceptable for redevelopment," he said.

Fast Facts about the Marine Terminal

- 28-acre riverfront site located east of the Cable Bridge
- Port of Pasco original facility
- 500,000 bushel bulk grain elevator was built in 1941. Over 200 million bushels of grain, at a value in excess of \$600 million, passed through the elevator over the lifetime of the structure
- Handled the largest bulk cargo tonnage of any area on the Columbia River above Portland/Vancouver
- In 2004 the elevator was torn down
- Now undergoing environmental clean-up
- Redevelopment slated for approximately 2011

Easterday Farms Builds New Facility

For three generations — and over 50 years — Easterday Farms has operated a farming operation in the Mid-Columbia which includes potatoes, onions and feed cattle. They also operate two packing sheds for their onions and run a fleet of 20 trucks, hauling their own livestock and produce.

Recently, they needed to locate a new shop from which to deploy their trucks, and chose to build it on Port of Pasco property near Bergstrom Aircraft.

"We wanted a location that provided easy access and enough space to be able to operate and

maintain our trucks," said Cody Easterday, owner.

They built a 6,000 square foot building on property leased from the Port. The area is large enough to park their trucks when not in use. They moved into their new facility in April.

"This is ideal for us. It is right off the freeway, close to our potato sheds and centrally located for our farming operations," Easterday said. "It has been great. The Port has been fantastic to work with, and the whole experience has lived up to our expectations."



Easterday Farms' new building located on a Port of Pasco site includes a shop and space for its fleet of 20 trucks.