

# PORT<sub>OF</sub>PASCO

CONNECTING HERE WITH THERE



Before and after renovation at Big Pasco Industrial Center.

## Big Pasco: Maintaining, Sustaining and Upgrading

Loading docks, awnings, siding and storm water systems may not be the most exciting topics but accelerated work to update and improve the warehouses at the Big Pasco Industrial Center is important news for the economy of the Tri-Cities.

“As a Port, we have the unique responsibility to manage large warehouses that were built in 1942,” said Mayra Reyna, Port Director of Properties. “In order to keep this space functional and attractive for tenants, improvements and updates are essential.”

The Port recently began renovating the original WWII-vintage wooden loading docks and canopies, and replacing siding.

“The 1-million square feet of warehouse space in Big Pasco plays an important role in the economy,” said Gary Ballew, Port Director of Economic Development and Marketing. “This is very flexible industrial space for manufacturing and distribution, which can be divided to meet tenant needs in a way not many places can. Making sure this space remains available and usable for small and

medium-sized businesses not only provides ongoing employment, but space that the community has relied on to grow our economy.”

Big Pasco has eight large warehouses, each with a minimum of 32 loading doors – a total of 256 doors. When constructed each warehouse had a wooden loading dock running the length of each side. Time has taken its toll.

Originally, the Port’s plan was to do the renovation at a slow, steady pace – just two doors per year.

“That would have taken a very long time,” said Reyna. “The Commissioners decided it was important to concentrate our efforts to update as many warehouses as possible. We added temporary staff in order to do the work in-house.”

Replacing the docks has required innovation.

“It is cost prohibitive to install new concrete docks the length of each warehouse. So instead, for some tenants, we have put

*Continued, Page 2*

8.19

- Learning the Business from the Inside
- Keep Flying Tri-Cities
- Big Pasco Home to Wind Turbine Parts
- Riverfest: Our Rivers, Our Way of Life



## Big Pasco, con't.

in smaller concrete docks at specific doors. At other doors, we are installing dock levelers, a height-adjustable platform used to bridge the difference in height and distance between the warehouse floor and vehicle to ensure smooth transition between dock and truck.”

The Port has also been innovative with replacing the old canopies.

“As we remove the full-length canopies, we are not replacing them,” she said. “In some cases, we put a small awning above the loading door; over some doors, we leave it off completely. Another option we are looking at for some doors is adding a loading dock shelter system to close the gap between the truck trailer and the dock, keeping wind and rain out.

“As we proceed with these renovations, we are working with tenants to meet their needs. Flexibility is key,” she said.

Once the docks are removed and the canopies are down, the buildings are being re-sided.

The Port is supporting Big Pasco tenants with the work — purchasing siding from Miramac Metals, and Ironsides Custom Grinding is recycling the wood from the old docks.

“The difference in appearance and functionality between the warehouses where work has been done and those not yet refurbished is remarkable. They seem like totally different facilities,” said Reyna. “It may not be an exciting project, but for the future of Big Pasco and our tenants, it is a noteworthy improvement.”

### \$7+ million grant

While the renovations are taking place on the warehouses, the roads within Big Pasco are also undergoing an important upgrade.

Thanks to a \$7+ million grant from the U.S. Economic Development Administration and \$1.8 million in Port matching funds, three miles of industrial roadways within the park are being improved.

The roads were significantly damaged from the 2017 snowmelt. Before the grant, the Port was only able to repair about 1,000 feet of road each year. This meant that it would take 16 years for all the necessary repairs and many roads would eventually fall into such disrepair as to become impassable, making the facilities unusable.

Accelerating the repair schedule will not only mean these facilities will remain viable to support business development, but the funding will also be used to add storm water management, something not considered when the facility was originally developed by the U.S. Corps of Engineers.

“Now when we get a good rainstorm or snow melt, large puddles gather at certain locations and further damage the roads,” said Reyna. “This will make a big difference.”

Given the large scale of the improvements and the need to keep facilities open and operable, it is estimated the project could take 24 months to complete.

## It's history!

The Big Pasco Industrial Center complex was built in 1942 by the U.S. government as one of 10 holding and re-consignment points in the U.S., serving both the ports of Portland and Seattle during World War II, as well as during the Korean conflict.

Supplies were sent to the Soviet Union and among the shipments sent through Pasco were \$1 million worth of surgical equipment, train carloads of cigarette papers (as the Russians rolled their own), a carload of gold braid, chemicals of all kinds, brass and copper items and

semolina flour, according to an article about Big Pasco published by the Franklin County Historical Society in 1984.

The buildings also housed about 300 Italians released from prisoner of war camps to work for the government from 1944-45 because of a worker shortage.

In 1959, with 94 percent voter approval, the Port purchased the Army Depot and its 600 acres of land, several miles of railroad tracks and streets, and over 1.7 million square feet of buildings.

# Port Summer Interns: Learning the business from the inside

This summer two promising young professionals are having a unique experience — getting first-hand practice working in their industries. For the first time, the Port has added summer interns to its staff.

“We want to encourage people to go into our industry,” said Gary Ballew, the Port’s Director of Economic Development and Marketing. “One of the best ways to do that is to let them get an inside look.”

## Meet Linh Pham

Since she was a little girl, Linh Pham was intrigued by flying. Initially, she wanted to be a flight attendant, but realized that she liked the airport environment and operations management.

To pursue her goal, the Richland High graduate went on to Central Washington University and graduated this spring with a degree in Aviation Management.

Her next step was landing a summer internship at the Tri-Cities Airport.

She’s had hands-on experience with maintenance, security and management.

“One of the first days I spent with Don (Faley, Deputy Director of Airports). I was able to sit in on his meetings regarding construction projects,” she said. “I was surprised how little I understood about what they were talking about; it taught me that I have a lot to learn. It was a great experience.”

With the maintenance team, “they taught me so much and were so sweet to me as I learned,” Linh said. “I have a much better understanding of the steps and process that they must go through.”

Her internship at the airport continues through the end of August, at which time Linh will pursue a career in airport management.

## Meet Brenda Yopez

Brenda Yopez grew up down the street from Big Pasco



*Linh Pham and Brenda Yopez*

Industrial Center at Lakeview Estates. After graduating from Chiawana High School, she went on to study at Washington State University. She will be a senior this fall, majoring in Communication and Society.

“I was really excited when I learned about the marketing intern position with the Port of Pasco,” she said. “I really want to learn more about marketing. I also want to learn more about this community and the organizations around the Tri-Cities. I get to do that during this internship, too.”

Brenda is fluent in Spanish, something that has already come into play at the Port.

Throughout the summer, she will shadow Ballew to meetings and events.

“One of my first assignments was to create a banner in Spanish to promote the daily United flight to Los Angeles. It was a great challenge to translate it in a way that still makes sense. What works in English may not work in Spanish, so it was a lot of fun to work on,” she said.

Brenda will also be working on translating some of the Port’s website into Spanish.

“I’m excited to learn and this is such a great opportunity for real experience,” she said.

After graduation, Brenda would like to return to the Tri-Cities and work with a social service or non-profit agency.

# Keep Flying Tri-Cities



During 2018, an average of 2,150 people boarded flights at the Tri-Cities Airport each day; it was a record-breaking year. This year, that number is up 15 percent.

In addition, the long-awaited, daily flight service to Los Angeles began April 1.

That's a lot to celebrate, and it would be easy to rest on our laurels. But that's not the case, according to Airport Director Buck Taft. "My highest priority, other than running a safe airport, is developing additional air service," he said.

Maintaining and growing services is a multi-pronged approach that includes not only the work of the airport staff, but the support of the traveling public as well. The more travelers fly from the Tri-Cities, the more air carriers consider this region when planning flight, aircraft and destination expansion.

So what are currently slated as Tri-Cities Airport priorities?

## Ensuring the LAX service is successful

Strong collaborative work from community agencies and businesses, including TRIDEC, helped secure a one-year grant to support the initial daily service to Los Angeles. At the end of the grant, United will decide if it will continue the service.

"As a community, we worked hard to get this service in

place, and now as a community, we need to use it to ensure its future success," he said. "It could easily go away. However, if we show that it is successful, it could also lead to additional service."

## Increasing capacity on current flights

Capacity is limited by the size of the planes and by the number of flights available to each destination. Bigger planes and more flights mean more options for travelers. With more seats available, better pricing may also follow.

"We continue to meet with airline officials and attend airport development conferences," said Taft. "We work to create a good case for maintaining and increasing current service and also increasing the size of planes."

Recent increases in capacity have resulted from Allegiant now flying larger planes, Alaska recovering from a pilot shortage, Delta added a fourth flight to Seattle, and United adding a third daily flight to Denver. The Tri-Cities Airport also gains an additional flight to Minneapolis in the summer months, something Taft said he'd like to see become year around.

## New destinations

With the LAX service in place, other destinations are now being targeted for potential service.

"We are continually looking at where people from the Tri-Cities fly so that we can use that data to secure additional service," he said. "Chicago is one hub that we think would give us a good East Coast link. Another site we would like to target is Dallas."

## DID YOU KNOW?



The Tri-Cities Airport is considered North America's eighth-busiest small airport. That's out of 543 airports considered to be "small."

Keep flying local!

## Congratulations to our friends at Bergstrom Aircraft Inc for winning the Alaska Airlines Horizon Station of the Year award!

The airline singled out Bergstrom's work at the Tri-Cities Airport as the safest and most efficient fueling in the country. Bergstrom is a great airport partner, and we're thrilled to see the company recognized. Well done!





Getting the word out about the direct LAX flight is one of the ways the Port is working to ensure the continuation of this new, long-awaited service.

According to Gary Ballew, the Port's Director of Economic Development and Marketing, "You have to pound the pavement to get new destinations, working with the airlines to understand your market and identify opportunities." Securing the LAX flight took us years, so you have to be patient and not give in easily."

### Growing with room for more growth

"We have experienced great growth, yet the best way for us to ensure that we are able to expand our services is for people to use the service we have," said Taft. "When people look to book a flight, we want them to think of their local airport first."

Ballew agrees. "One-third of regional travelers start at an airport other than the Tri-Cities. We are working hard to change that. We want to be the first choice, saving travelers time and costs associated with flying from

another airport, and offering convenience."

"The more people that fly out of the Tri-Cities Airport," said Taft, "the more opportunities we have to go to the airlines and say, 'Our flights are full; we need more seats.' It's important the community supports the local airport."

### Port of Pasco Service Awards

The Port of Pasco would like to take this opportunity to acknowledge the following employees for their years of service to the Port.

**Andy Reid** – Tri-Cities Airport Maintenance — 5 years

**Ed Bayha** – Tri-Cities Airport Security Guard — 10 years

**Mark Monk** – Big Pasco Maintenance — 40 years

## Big Pasco Temporary Home to Wind Turbine Parts

The Marengo Wind Farm, located in Dayton, Washington, is undergoing a significant upgrade, and the Big Pasco Industrial Center has a role.

Fifty giant wind turbine nacelles, along with 50 turbine hubs, are being temporarily stored at Big Pasco Industrial Center before being trucked to Dayton.

Produced by Vestas, the nacelles house the generating components in a wind turbine including the generator, gearbox, drive train, and brake assembly. The nacelles have technology 12 years newer than those currently used at the wind farm.

The hubs connect the blades to the main shaft of a turbine.

“We needed to get this equipment as close as possible by rail to the final location and then move it by truck to the site,” said Erik Zander, Director of Sales for Omega Morgan, the company coordinating the transportation of the new equipment. “The Big Pasco location worked great. It has good rail access. We could off-load the new parts utilizing Lampson’s 250-ton crawler crane, store them onsite, and then reload them on to trucks to be taken to the site.”

The new blades for the project could not be handled out of Big Pasco because of their size — approximately 40 feet longer than the predecessors.



Giant nacelles are lined up at Big Pasco before being transported to a Dayton wind farm.

The equipment upgrades will bring a 35 percent increase in power generation for the 12-year-old wind farm, which is owned by PacifiCorp.

The Big Pasco operation is short-term, according to Zander. “We should only be onsite for a few months. The Port has been easy to work with. We are glad we could utilize Big Pasco, and we would certainly do again in the future.”

Mayra Reyna, Port Director of Properties, said the Port encourages these types of projects. “We have rail and highway access, acreage for storage and the flexibility to help businesses with both long-term and short-term jobs. We also like to see the synergy within Big Pasco, when one business can help another, such as when Omega Morgan was able to utilize a Lampson Crane.”

## Bogert Manufacturing Inc. named Innovator of the Year

Bogert Manufacturing Inc., a Port of Pasco tenant, received the gold award as 2019 Innovator of the Year during the Washington Manufacturing Awards program which recognizes companies making important progress in productivity, growth and innovation.

Richard Bogert established Bogert Aviation in 1983, a leading retailer of aircraft battery boxes, tow bars and ground support equipment. Its innovative company culture has led to multiple companies, each specializing in its own field of expertise:

- Safe Jack—focused on making it safer to jack vehicles using extensions, pads and baseplates for all road conditions,
- Bogert International Inc. — specializing in lifting equipment for the military,

- Uncle Norm’s Marine Products — engineering directional thrust fins for boats and accessories for ease of hitching trailers.

According to the Seattle Business Magazine, The Bogert companies “keep a fast pace of product development, adding more than one new product a month, and turning an idea into a testing-ready prototype in as little as a week. That’s accomplished by having the 26-person workforce extensively cross-trained.”

According to Bogert, “We create solutions.”

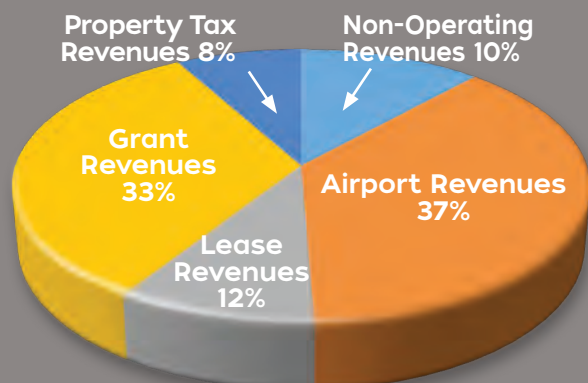
The company has grown to more than \$7 million in annual revenue, up 160 percent from the previous year.

Congratulations!

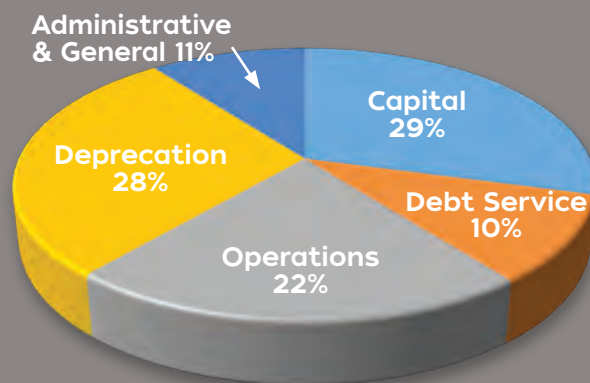
# Port of Pasco 2018 Financial Report

The revenue and expenses below are based on the pending 2018 state audit for the Port of Pasco. To view all Audited Reports for the Port of Pasco, please go to: [www.portofpasco.org/about-us/financial-information](http://www.portofpasco.org/about-us/financial-information)

## 2018 TOTAL REVENUES



## 2018 TOTAL EXPENDITURES



## Finding a New Home at the Port

Since May, the Board Office for the Benton Franklin County Fair & Rodeo has called a Port of Pasco building home. It may be across the river, but it is only three minutes from the fairgrounds.

“When we were looking for new office space, we talked with Randy (Hayden, Port Executive Director) because he is such a good resource,” said Lori Lancaster, Executive Director. “He showed us several of the buildings that the Port had available, and this one really works.”

Located at 812 W. Washington just off the Cable Bridge, the property not only offers office space, it also has a warehouse and dock, something that is important as they gear up for the fair.

“It’s been great, and it is just a short drive across the river to the fairgrounds. We’ve had good response from our customers,” she said. “We also like the walking path and



The staff of the Benton Franklin Fair & Rodeo is now headquartered in a Port building. Staff members include, from left, Phillip Ottley, Jacee Lancaster, Clay Barry, Shelby Clary and Tamica Hyatt.

food trucks around us.”

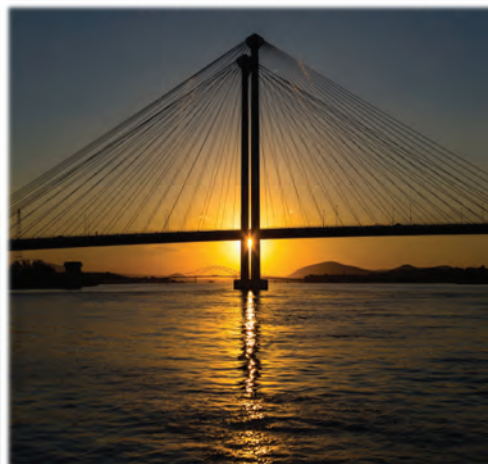
The new office is open 8 a.m. to 5 p.m. weekdays. The fair will resume operations on the fairgrounds in the month of August and return to the Port full-time in September.

## Dams Make Sense

The 365-mile, 14-foot deep Columbia/Snake River system “river highway” is made possible by eight federally operated and maintained dams and navigation locks. The dams allow our farmers to move millions of tons of agricultural products to market from Lewiston, Idaho to the Pacific Ocean at

Astoria, Oregon and all points between. In fact, nearly 50 percent of all wheat exported from the US is moved on this amazing river highway, with 10 percent on the Snake River alone. Even better, barging is the most efficient and environmentally friendly way to move this cargo.





## RiverFest 2019 – Our Rivers, Our Way of Life

Save **September 7** for a fun, educational, family event focusing on our region's unique river systems and their benefits for our communities and economies.

RiverFest 2019 will be held from **10 a.m. to 4 p.m.** at the east end of Columbia Park in Kennewick. Rep. Dan Newhouse and Rep. Cathy McMorris Rodgers will kick-off the event at 11 a.m.

You'll be able to tour a tugboat, walk through a giant salmon, experience the Wanapum Tribe Discovery exhibit, play in a giant bin of wheat and much more!

Check it out at [www.pascochamber.org/riverfest](http://www.pascochamber.org/riverfest).



### Port of Pasco

1110 Osprey Pointe Blvd., Suite 201 | 509-547-3378

### Tri-Cities Airport

3601 North 20th Avenue | 509-547-6352

### Mailing Address

PO Box 769 | Pasco, WA 99301

### On the web

[www.portofpasco.org](http://www.portofpasco.org) | [www.flytricity.com](http://www.flytricity.com)

*Equal Opportunity Employer*

### Port Commission

Jean Ryckman | Jim Klindworth | Vicki Gordon

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

### Port Staff

Randy Hayden  
Buck Taft  
Don Faley  
Barry Gilk  
Donna Watts  
Gary Ballew  
Mayra Reyna  
Tracy Friesz  
Vicky Keller

Executive Director  
Airport Director  
Airport Deputy Director  
Airport Chief of Police  
Director of Finance  
Director, Economic Development & Marketing  
Director of Properties  
Facilities Engineer  
Public Records/HR