

**Articles:**

- New Construction
- Tenant Spotlight
- Almost Gourmet



Vintner's Village Phase II



The above photo shows a team from A&B Asphalt paving a road connecting Wamba Road to Port Avenue in Prosser Vintner's Village. The infrastructure has been completed and the Port is accepting proposals to build from qualified commercial and retail businesses.

The Port purchased property adjacent to Prosser Vintner's Village with a long-term goal of attracting visitors to the area, creating jobs and expanding the tax base. We have infrastructure in place and the property has been divided into 21 lots. This includes sewer, water, irrigation, electrical, paved streets, sidewalks, parking lot, decorative street lighting and lighted walking paths. The property is zoned agri-tourism and we are now seeking quality commercial and retail services that will complement existing businesses in Vintner's Village Phase II.

Vintner's Village development is a highly visible wine destination located adjacent to I-182 in Prosser. Existing Vintner's are Airfield Estates, Gamache Vintners, Milbrandt Vineyards, Thurston Wolfe Winery, Willow Crest Winery, Winemakers Loft and Wine o'Clock.

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Walter Clore Wine & Culinary Center



George Booth & Sons Construction is shown putting a wall up in the Outdoor Event Facility.

In 2003, the Port of Benton purchased 16 acres of property along the Yakima River in Prosser. The idea was to lease the land to a new organization wanting to promote Walter Clore. Walter worked at WSU Prosser Irrigated Agriculture Research & Extension Center and is credited with starting the wine industry in the State of Washington.

Eight years and a couple of committees later, the dream is becoming a reality and the first structure is rising above the river and scheduled for completion in May.

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Vintner's Village Phase II

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The site is also home to Yellow Rose Nursery on 10 acres that include an event park. Surrounding properties include restaurants, hotels and services.

Proposals must be submitted to the Port of Benton offices for review. The Port will consider the experience of the development team, the quality of proposal, evidence of ability to perform, commitment from end users, proposed purchase price and compatibility with existing development at Vintner's Village Phase I. Final acceptance of any proposal is subject to approval by the Port of Benton Commission.



Photos above and right show the new meandering trail, parking lot, sidewalks, lighting and road.

**For more information call
Diahann Howard at
(509) 375-3060**

Walter Clore, Continued from page 1

The Outdoor Event Facility is 2,400 square feet and will be used to host local events. For example, the Washington Wine Commission has scheduled an event this spring, the Prosser Wine & Food Fair is scheduled this summer; and the building is not yet complete.

The next project is to design and complete a 15,000 square foot center to promote local wine and food to the business and tourist industry.

This main building will feature a large lobby overlooking the Yakima River and will have: a tasting room, retail shop and a demonstration kitchen with amphitheater.

Classrooms will feature a high-tech resource center with uplink satellite capability tied into the entire WSU system of education. Students in the Tri-Cities and Pullman will be able to interact with a program telecast from Prosser and Prosser students will be able to take classes broadcast from Pullman and the Tri-Cities.



Additional amenities include a multi-purpose banquet room, conference room and office spaces.

The main building has been approved to be funded by the State of Washington for \$1.5 million. Additional funding has been approved by an Economic Development Administration grant of \$2

Above construction shows George Booth & Sons Construction workers smoothing the patio.

million. The balance of the \$4.2 million cost will come from the private sector and is anticipated to be completed by fall of 2012.

**To contact Walter Clore Wine
& Culinary Center, call:
Kathy Corliss at
(509) 786-1000**

Almost Gourmet Expansion

The Port has expanded seating capacity in the Almost Gourmet restaurant located at the Richland Airport. This expansion added 600 square feet and doubled the seating capacity to 65.

Their new business hours are Monday through Friday from 7:30 am til 2:00 pm and Saturday from 7:30 am til 1:00 pm. They have also added a children's menu with very reasonable rates.

Every Wednesday is 'Smokin Wednesday', which entails smoking a selection of meat for gourmet consumption. Monday through Friday they offer a blue plate special for \$6.50 and yes, the plates are actually blue.

Pilots will find the restaurant convenient to fly-in, dine and fly-out. Almost Gourmet has a full assortment



The photo above shows the new addition to the Almost Gourmet restaurant located at the Richland Airport in north Richland.

of breakfast and lunch items on the menu to choose from. It includes a variety of delicious sandwiches and salads with emphasis on great service.

Scott D. Keller, PPM

Scott D. Keller, Executive Director, Port of Benton has completed the American Association of Port Authorities (AAPA) Professional Port Manager (PPM®) program.

Mr. Keller is the first from his port and the 83rd candidate in North, Central and South America to be certified since the program's inception in 1995.

His PPM® paper, *'Transfer of*

Government Property to Port Districts— Pros and Cons', has been posted on the AAPA web site <aapa-ports.org>, where it is free to download by members of the AAPA association and available for purchase by non-members.

Mr. Keller will be receiving his certification at a formal presentation during the AAPA Annual Convention this September in Seattle.



Scott D. Keller, PPM, Executive Director Port of Benton recently received his PPM certification.

Commission meetings are open to the public and held the second Wednesday of each month at 8:30 a.m. in the Port of Benton Conference Room, 3100 George Washington Way. March and September Commission meetings are held in Prosser, Washington.

Editor's Note: I interviewed Brian Brendel, President of Columbia Energy, on March 29th in their company headquarters located at the Richland Airport.

Editor: Is Columbia Energy a local company or a subsidiary?

Brian: We're a local company. My father, Dennis Brendel, started the company in 1989. In 2002 I became President of the company and then in 2008 my wife, Susan, and I completed the purchase of the business. We're a small, family owned business and we try really hard to convey those family values throughout the company. We're hoping to climb to the next level without losing focus on our clients and employees.

Editor: Did you grow up here?

Brian: Yes, I graduated from Richland High School and went to college at the University of Puget Sound. I moved back to the Tri-Cities after developing some perspective about all this area has to offer.

Editor: How many employees do you have, and where are they?

Brian: We have about 185 employees, most of whom are right here at our company headquarters in Richland.

Editor: Who are your customers?

Brian: Our primary customer is DOE at Hanford through their prime contractors. We're a protégé company to WRPS. The goal of the Mentor-Protégé program is to have the big companies grow small business capability and diversity. In turn, we become more valuable to our Mentor and DOE as a service provider. WRPS has been instrumental in affording opportunities for us to begin to develop. We are grateful opportunity and trust they have placed in us and hope to use to help secure a strong future.

Editor: Where did you get the energy in Columbia Energy?

Brian: When we first started the company, we were working with three



Photo on left shows Brian Brendel on site at the Richland Innovation Center. Photo on the right shows workers installing equipment in the foreground and their prototype testing building is shown in the background.



energy companies; Virginia Power & Electric and Seabrook Station. Our core competency was emergency preparedness, environmental planning and permitting. Later we branched out into engineering.

Today we're a full service AE with an architect on staff and we have all of the engineering disciplines. The bulk of our business is now engineering, but we maintain have core strength in environmental, geophysics, fabrication and construction.

Editor: Why did you build a test stand at the Port's Richland Innovation Center?

Brian: WRPS contracted us to develop a new waste retrieval tool called a Mobile Arm Retrieval System (MARS). It's the culmination of ten years of lessons learned on waste retrieval projects. However, DOE did not have a facility that would enable a full-integrated test, and we saw an opportunity to be of service. The test stand enables DOE to test equipment, train operators and perform construction mockups. Our facility, located off-site, enables DOE to meet its rigorous requirements with commercial speed and pricing. That is the win-win. This MARS system will be used in Tank C-107 this summer, while we develop the 2nd generation MARS.

Editor: What's your educational background?

Brian: I'm a chemist by education, but now I'm really focused on the business side of the house. As much as I enjoy solving technical

problems, we have employees who are far better suited for those tasks. We try to put our people in situations where their strengths come to bear and where they're going to be more successful.

Editor: What sets you apart from your competitors?

Brian: Several things, but they all start with our staff. I am fortunate to get to work with so many skilled and committed people. We also are willing to measure take risks to business opportunities we believe in. Our test facility is an example of that. We are taking our profits and reinvesting in our growth and long-term future in this community. We now have a tremendous breadth of skill sets under one roof. We hope this leads to growing further relationships with clients that could benefit from our expanded service offering.

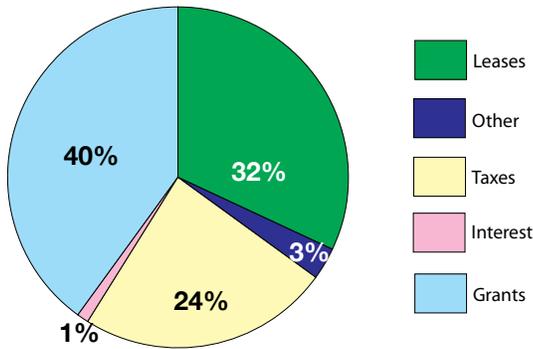
Editor: How does the funding at Hanford affect you?

Brian: We are primarily a Hanford contractor, so it has a tremendous affect on us. To mitigate that risk, we have invested in expanding our service offering and diversifying our client base. Easy to conceptualize, but hard to execute. *The goal is to be able to serve DOE and have a viable business ready to deal with changes in the marketplace. Our new testing and fabrication facilities at the Port of Benton are a big part of that plan.*

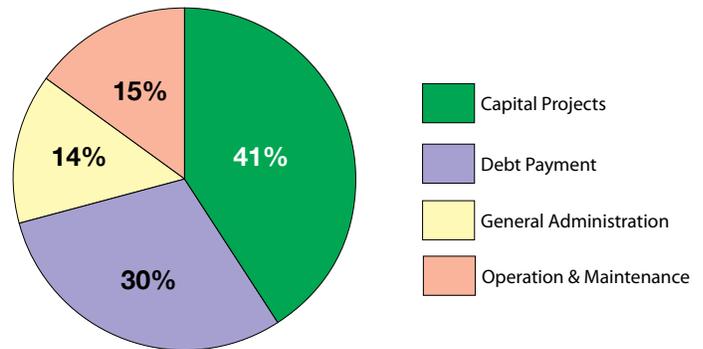
Financial Report

2011 Projected Budget

Income



Expenses



The Washington State Auditor is responsible for conducting an annual financial, accountability and legal compliance examination of the Port of Benton. In August 2010, the Port was audited with no findings for the twelfth year in a row. The financial highlights of the audited report included:

- Overall operating revenues increased 9% over the past year.

- Net fixed assets increased 13% over the past year.

The Port of Benton strives to keep our tax levy rate as low as possible. In the past five years, the rate has decreased 10%. Currently, the owner of a \$100,000 home pays \$42.74 annually in property taxes to the Port of Benton.

Transload Facility For Lease

The Port's transload facility in north Richland is currently available for lease to a qualified company actively engaged in shipping product.

The 6.78 acre property includes a 10,000 square foot refrigerated transload facility located off of SR 240 and Kingsgate within the City of Richland's Horn Rapids Industrial Park.

This central location serves companies within the park and product brought in by truck or rail. It is adjacent to a public loading dock and existing rail spur served by Tri City Railroad with connections to Union Pacific and Burlington Northern Santa Fe rail lines.

The facility was designed to serve local agricultural commodity growers by allowing small shippers and producers to assemble and combine custom quantities of their agricultural products so they can be

combined into custom rail shipments to customers located throughout the United States.

The facility includes three truck bays and two train bays for efficient transfer of product.



The Port of Benton's transload facility is currently for lease.

President's Message

USS TRITON Sail Park

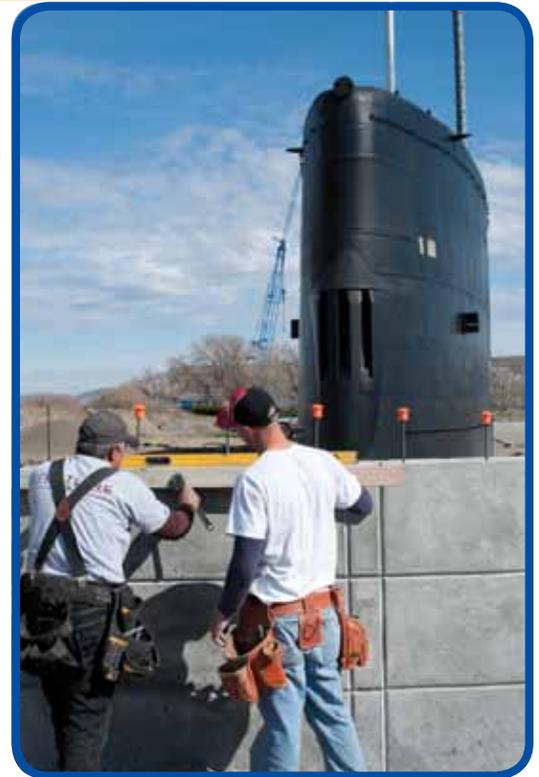
This June the USS TRITON Sail Park will be dedicated to the sailors who served in the Navy's nuclear submarine service.

The Sail Park is built on a site along the Columbia River in the Port's Technology & Business Campus in north Richland. The sail and conning tower are now in place and the site will be finished as the weather improves. It will be accessible by car and visible by boat from the Columbia River.

On April 25, 1960, the USS TRITON became the first vessel to circumnavigate the world submerged. The USS TRITON crew used Ferdinand Magellan's route, who sailed around the world 440 years earlier. The submarine covered 26,723 nautical miles at an average speed of 18 knots for 76 days.

The USS TRITON is unique as it had twin reactors and could be driven by a crew of three from the conning tower located in the sail above the submarine. It was decommissioned on May 3, 1969, and disassembled from 2007 through 2009. The twin reactors were shipped to Hanford last year utilizing the Port's barge slip.

Robert D. Larson, Commission President



The above photo shows workers leveling the decorative wall that will act as a weatherbreak on the south side of the sail.

Management Team



Stuart B. Dezember, CPA
*Director of Finance/
Auditor*



Scott D. Keller, PPM
Executive Director



Diahann C. Howard
*Director of Economic
Development &
Governmental Affairs*



John D. Haakenson
*Director of Airports
& Operations*



Kevin Howard
*Director of
Maintenance*

Commissioners



Robert D. Larson
Commission President



Roy D. Keck
Commission Vice President



Jane F. Hagarty
Commission Secretary

This newsletter was produced by the staff of the Port of Benton, Jan Jackson, editor. For information about property acquisition and leasing opportunities, please call the Port of Benton at

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