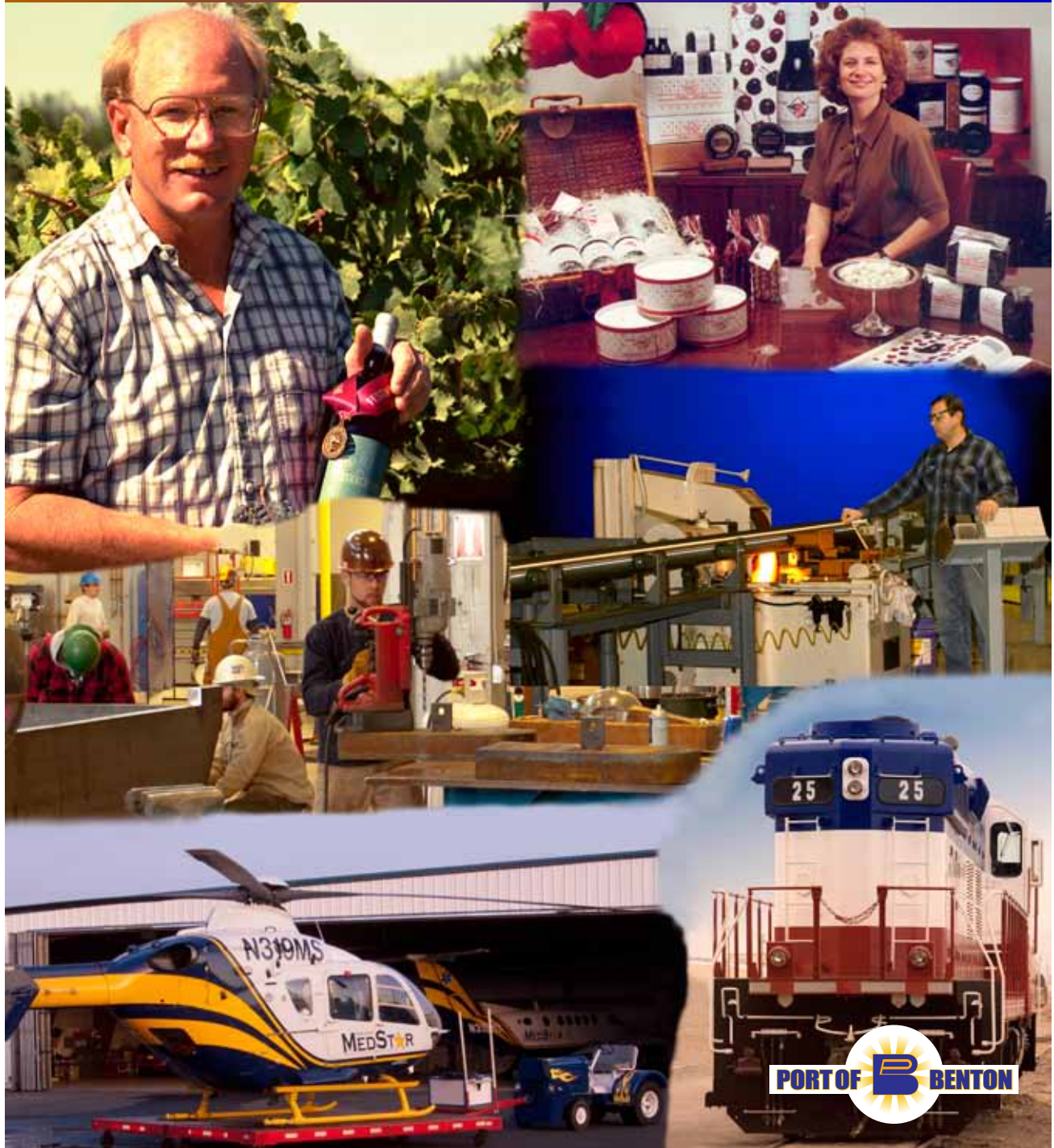


# Port of Benton

## History: 1958-2012



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## Beginnings

# A Port District is Formed

It could have started as the tiniest port district in size in the state of Washington; instead, over the years, it has become one of the largest landholding ports in the state...

Both statements reflect the world of the Port of Benton, headquartered in Richland, Washington, past and present.

However, the Port of Benton did not start out as the smallest port in the state because it linked with a port district formulation attempt in nearby Prosser, Washington, in the late 1950's.

Whether it will indeed become the new landlord for federal government holdings turned over to local control, action which would make it the largest landholding port in the state, depends on the Port's vision and the weaving of reality: of politics, economics and technology.

Regardless of the future, the Port of Benton's history reflects growth and success that those who forged the district intended.

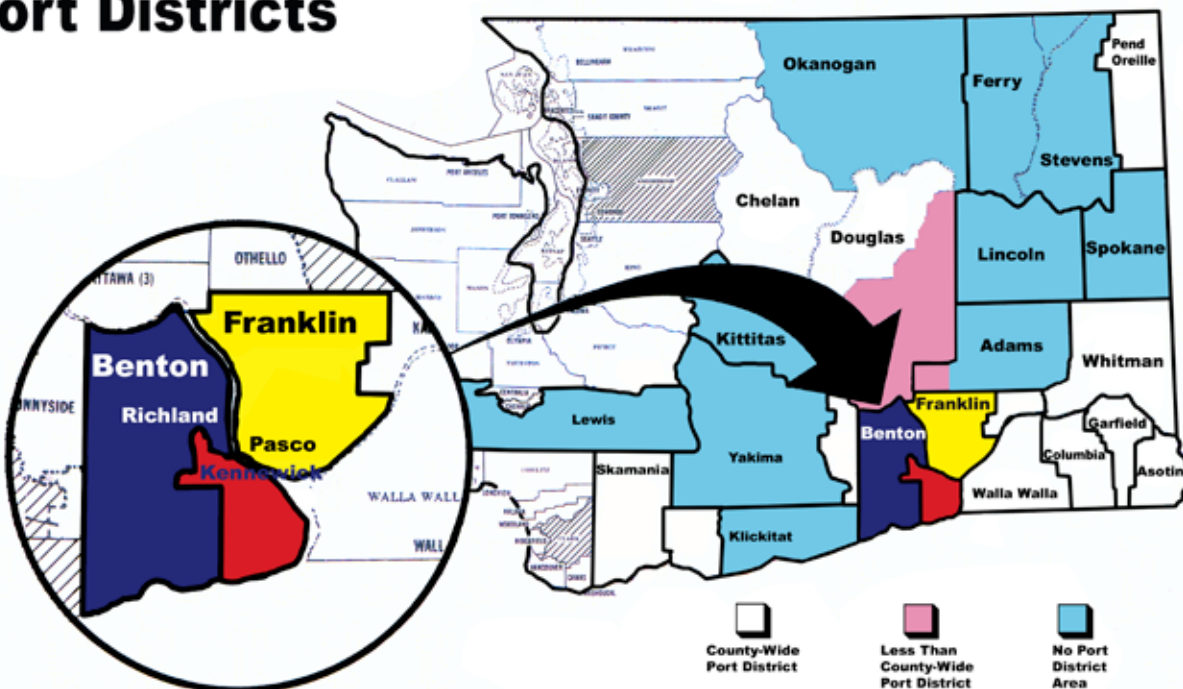
From formation with an interim budget of \$10,000 to a dynamic economic development organization with income of more than \$8 million, the Port of Benton has been an aggressive yet conscientious entity in its efforts to promote growth and stability of the area in which it exists and for the people whom it serves.

This narrative chronicles highlights of the Port district, as expressed in its actions over the years, by the people who formulated and executed those mandates, and in the results, which have led to today's organization and its plans for tomorrow.

**It is 1957.** Local newspaper headlines bear the tidings: "Atomic City Port Is Boosted," ... "Prosser Chamber of Commerce Will Push For Port District," ... "Benton City Group Backs Port District."

In 1957 people in north Richland and Prosser are independently looking into the pros and cons of

## Washington Public Port Districts





establishing port districts. The Port of Kennewick already exists, serving a portion of Benton County, but the remainder of the county has no such entity...yet.

"The co-chairman of Richland's new port district committee said ... his group is sure a port district can and should be formed," says a story in the *Columbia Basin News* December 9, 1957.

"Jack Hills added that the group was studying possible acquisition of both Richland and Prosser airports by the Port of Richland.

"Hills emphasized... that the Port district study was still in an early stage and said many things must be learned before the committee can make firm recommendations to the (Richland) council.

"In addition to the airports the committee is also looking into shore lands which a port district ought to own and operate, Hills asserted. One important job of a port district, Hills said, would be development of small-boating facilities.

"But Hills believed an even more important job would be promotion of industrial development. He praised Kennewick Port District for its industrial development activities, saying 'This proves what can be done.'

Two weeks later, the *Prosser Record Bulletin* announces that community's chamber of commerce will be active in port formulation there.

"The Prosser Chamber of Commerce will make an immediate investigation of the possibilities of forming a port district for western Benton County, and may soon circulate a petition to get the proposition before the voters," the story says.

"Chamber President Dean Rice has asked the industrial committee, headed by Roland Lindburg, to start work on the proposal."

The chamber hears from John Nueman, manager of the Port of Kennewick, and from Col. Ed Hopkins, manager of the Kennewick Chamber of Commerce.

Hopkins makes what was termed "a vigorous appeal to the Prosser group to get on the ball right

now," and form a port district. Just what are the advantages? Nueman elaborates:

- A port district is a municipal corporation and a political subdivision of the state.
- The activities of the district are directed by a port commission of three elected people, one each from a district within the port. Districts are formed on a population basis. A port commissioner's term is six years.
- A port district may be coextensive with the entire county or it may be of a lesser area. There may be any number of separate port districts within a county.
- If a port district is approved, commissioners are authorized to acquire industrial properties either by direct purchase or by lease. "The port may construct, maintain, operate and regulate a system of harbor improvements, such as dock and bulkheads, warehouses and build roads, and rail spur lines to serve industry and also build terminal facilities for truck, water and rail interchanges. A port may operate airports."

So the benefits of a port district make sense in Prosser and plans are made for formulation. Benton City's Chamber of Commerce, which has been looking into the prospect as well, decides to go in with the Prosser group, pointing out that "we would be taken in by Richland if we didn't go with Prosser."

The *Benton City Times* takes a "we're going to be forced into one district or the other" point of view and urges support for going with the Prosser group.

It asks its readers: "Will each of you inform yourselves on this important move before the circulation of petitions so these petitions can be turned in as quickly as possible? If a solicitor has to explain all the different aspects of a Port District to each person they contact it would take a year to cover the territory. This is the only protection that Benton City and country adjacent thereto have, we suggest you sign it."

By now it is February of 1958 and petitions are circulating as activity heats up.

“Richland may find itself with a pint-sized port district because of efforts of Prosserites to establish a district covering all of western and some of central Benton County,” says the *Columbia Basin News* article of February 21.

In the article, Prosser’s intent to develop much of the Benton County Columbia River frontage is underscored, a strategy which would mean a Prosser less oriented toward Tri-Cities and more toward the south.

Roland Lindburg and others fear that if the Benton County stretch of the Columbia River isn’t developed, Benton County will lose its wheat development of the reservoir frontage.

“Richland will find itself in a squeeze for port district territory should the Prosser district be approved because the Kennewick district already embraces most of the eastern and some of the central area of the county,” the article points out. Left to Richland would be only an area bounded by Hanford on the north, the Yakima River on the south, the Prosser port district (east of Benton City) on the west and the Columbia River on the east.

At this same time, the Richland port district committee recommends to the Richland City Council that immediate action be taken to form a port district.

Weeks later, the newspaper reports that Benton County commissioners may wind up deciding the Richland and Prosser port district boundaries . . . if Richland moves to start action soon on a district. The commissioners would have to hold a hearing on the Prosser port district proposal after it was presented to them, the paper tells its readers. Following the hearing, they (commissioners) could change boundaries of the proposed district if they elected to do so.

So in Richland, “emergency” petitions for a port district proposal begin circulating.

And on May 2, 1958, a headline speaks to compromise: “Peace Pipe Smoked In Port Dispute.” In the article, John Day, chairman of the Richland emergency port district committee, says no further action needs to be taken on

the petition drive since a meeting with Prosser representatives yielded progress when some “rank misunderstandings” were ironed out.

“The emergency arose this week,” the paper says, “when Prosser and Benton City residents filed petitions for a port district which excluded the Richland area. Richland residents then sought to be included in the port district through the emergency petition drive, declaring that there is a community of interest in the whole area and that Richland should not be excluded.”

So now the “how many ports” and “what are the boundaries” questions move to the deliberative and decision-making body of the Benton County Commissioners.

A request by Richland residents to be included in the port district being formed by Prosser and Benton City is approved by county commissioners on July 7, 1958, and subsequently the boundaries for the district are enlarged by the commissioners to include all of the county not now in the Port of Kennewick district. A measure for port district formation is being prepared for a November 4 ballot.

In late July, Benton City Councilman Claire W. Abbott files a complaint in Benton County Superior Court against County Commissioners Tom Bettinson, Wes Brown and John Dag, charging the commissioners cannot legally place the port district proposal on the ballot because not enough petitioners requested this action. In late September, Superior Court Judge Orris Hamilton rules against the councilman and in favor of the election. He believes the commissioners have the right to enlarge the proposed district area during a public hearing and without requiring additional signatures of support.

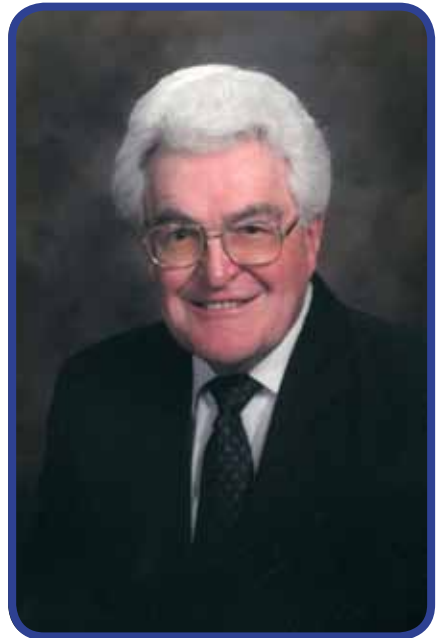
In the November election, the Port of Benton, with enlarged boundaries to include all of Benton County not included in the Port of Kennewick district, becomes an actual governmental entity.

Roland Lindburg, Prosser, is chosen president of the new Port commission at its first meeting, held on December 22, 1958. Other commissioners elected are M. Harold Kinney, Richland, vice president, and John Hills, Richland, secretary.

Terms of the officers are for one year. Monthly meeting dates are established, but a decision on appointment of Port counsel is deferred because commissioners are unable to make a choice between a Prosser firm or one of two Richland firms. An interim budget discussion is also placed on the second meeting agenda. The Port will not receive any tax revenues until 1960, so expenses until then must be paid by "tax anticipation" warrants, borrowing against the 1960 revenues. A budget in the neighborhood of \$10,000 is indicated for the Port's first year of operation.

Items that will make up the bulk of the meeting include the first year budget, the hiring of legal counsel and an industrial survey from which to prepare a comprehensive plan for Port development.

The Port of Benton is a reality. Now it begins its work of transportation and economic development.



*The very first Port of Benton Commissioners left to right are Roland Lindburg, M. Harold Kinney and John Hills.*

## The 1960s Vision Becomes Reality

In 1961, the Port of Benton was busy establishing its strategies and personnel for the activities it saw as essential to local growth and development. In April, the Port hired Cecil R. Allbee as its first full-time manager.



*Cecil R. Allbee became the Port of Benton's first full-time manager.*

At roughly the same time, the Port took over ownership of the George O. Beardsley Airport from the city of Prosser. The Port signed leases with airfield tenants and made improvements to the field, including sterilization of runways to eliminate mowing weeds and tire punctures, as well as building a new taxi strip, clearing land and installing sewer, water and drainage systems.

The Port opened permanent offices in May at the Richland Chamber of Commerce building.

A 40-acre tract just north and east of the Atomic Energy Commission (AEC) airport at Richland was acquired and improved upon during the year. Port plans were to develop the area as an airport industrial park. Pre-Mix Concrete signed a lease of occupancy for three acres at the Richland airfield in August, and the Port signed Desert Air Flight Center as airport manager.

In November the Port received formal notice from the U.S. Army Corps of Engineers (USACE) that 290 acres of land in north Richland was available.

It had become a major Port project to acquire this land at the old Camp Hanford area east of George Washington Way. Port officials had announced intentions for commercial application of this 290-acre parcel in the spring of 1959, but complications occurred which slowed the acquisition process. Camp Hanford officials were not willing to grant the land to the Port. Rezone requests were also put before authorities by people wishing to develop the land as a college campus.

Through ongoing discussions, a verbal agreement was reached between Camp Hanford's commander and the Port to have the USACE regulate occupancy of the land. The agreement was the first step in the complex and eventual delivery of the parcel to the Port.

Public law prevented the giving of the land to either the Port of Benton or the City of Richland directly. Transfer came through a series of transitions: the Atomic Energy Commission rented the land to the U.S. Army who conveyed it to the USACE to be included in the McNary Pool Shore lands. The Corps then leased the property to the Port of Benton, with the intent to one day sell it to the Port agency.

In January of 1962, Port officials reported a letter of intent had been sent to the USACE of Engineers outlining the Port's offer to buy the land, its financing plan and deed agreements. "The 290 acres for all intent and purpose is under the control of the Port," Commissioner Kinney told the Richland City Council. The Port's



position was that it was in competition with 3,000 similar economic development agencies and the advantage of the Columbia River was needed to meet this competition. Studies carried out by the AEC, the city council and planning commission indicated the land acquisition was a necessary step in a long- term plan of industrial development, he said.

The actual transfer of the land would not take place until some time later, once a suit filed by taxpayers against the Port's acquisition of the property had run its course, even to the Washington State Supreme Court, where the Port's position was affirmed in March of 1963.

Meanwhile, other development activities had occurred. In December of 1961 the AEC airport was opened to the public under Port operation. The airport, which had been closed to private and commercial planes since it was built in 1943, was open to public aircraft when a lease between the Port and an operator was signed.

The Port was cautious about people's hopes that airline service would come to the facility.



*This era photograph was taken early in the airport's development.*

The runways were too short for commercial air service and the AEC would not allow the Port to lengthen the runways without its approval. The Port was prepared to build hangar space for 12 aircraft in the spring.

In August of 1961 the Pannelit Company, a division of Information Systems Inc., of Skokie, Illinois, was awarded a contract by General Electric to supply specialty gauges to the Hanford project. Port commissioners were instrumental in arranging for the firm to locate in Richland.



*The Technology & Business Campus was one of the first properties of the Port of Benton.*

In May, 1962, the Port ordered an engineering survey of the 290-acre site embroiled in the lawsuit which was keeping acquisition from occurring.

Also in 1962, a plan to add a dock to the Port was included in the district's comprehensive plan. The purpose was to provide a public docking site for off-loading or on-loading of barge and other water-borne cargo. A second purpose was construction of water intake facilities including pipelines to provide machinery necessary to withdraw water for irrigation purposes.

In April of 1962, rumors that had been flying in the air for almost a year were confirmed publicly when the James Henry Meat Packing Company of Seattle announced it had been negotiating with the Port and the Prosser Chamber of Commerce to establish a meat packing plant in Prosser. The announcement came in the Prosser Record Bulletin, fittingly carried with an artist's sketch of the office building and plant, and a double decked, eight-column wide headline. Negotiations were far from finalized, the Port warned, but if and when constructed, the plant would be able to pack 3,500 hogs, 12,200 cattle and 1,000 sheep per week.

In November of 1962, newspaper readers were told the AEC, cooperating with the General Services Administration, was ready to make available to the Port some 400 acres the Port had requested adjacent to the 290 acres the Port was in the process of purchasing from the USACE.



That month the Port took out a large ad in the *Tri-City Herald* with the heading "THERE'S A SITE FOR YOUR PLANT!" Features listed in the ad as pluses for the Port of Benton included: "1.) The U.S. Atomic Energy Commission Hanford Works with 8,000 highly skilled workers covers the northern part of this Port district, with over 2,500 college graduates and over 150 of these with PhDs, and 2.) The world's Largest Agricultural Experiment Station plus the highest degree of Agricultural Activity the year around."

Sites included in the advertisement were:

"Prosser Industrial Site. 400 acres of choice property ideal for food processing. Complete with rail and utilities.

"North Richland Site. 290 acres available for Public Port and Industrial facilities. All utilities in place, base docks available, rail and highway to site, long or short term leases, navigation to site by 1967.

"Richland Airport Site. 150 acres of Prime Industrial Land. Close to air terminal with complete utilities in place.

"Missile testing Site. About 55,000 acres of plateau land with slack water facilities. Opportunity for growth and expansion here.

"Whitcomb Flats Site. One mile wide and 2 1/2 miles long. Transcontinental Railroad and Highway. Gas, Electricity and water Navigation."

This was evidence of an active and progressive Port, with significant opportunities for businesses to take advantage of.

But sometimes it takes more than just attractive space. It may take legislation. And that is where the Port found itself in 1963 as it sought to finalize bringing the meat packing plant to Prosser.

Legislation was needed to clarify existing port laws relating to the Port selling revenue bonds to finance construction of facilities for the plant. Bonding attorneys had indicated that state law prevented the sale of such bonds. A number of other Port districts supported the legislation, which was introduced in February of 1963 by Senator Mike McCormack, of Richland. The bill

passed in early March by a vote of 92-2. "It was a tough bill to get through," McCormack said. "It is a highly complicated bill and it was highly suspected, but we met all objections."

Port of Benton Manager Cecil Allbee said the legislation put ports in a competitive position with other states and municipalities, which had similar laws.

And finally, in July of 1963, a Washington State Supreme Court ruling cleared the way for the Port to acquire those 290 acres of Camp Hanford land in North Richland. However, red tape would hamper that acquisition for some time yet to come.

A lengthy story in a January, 1964, article in the *Tri-City Herald* outlined the thorns: The Port had been "ambushed," the Herald said, on the "industrial development trail by the Corps of Engineers."

"Red tape secures the door which the Port district wants to open for a million-dollar sulfuric acid plant, which must have a commitment on a plant site by February 1st with waterfront property."

The USACE was changing the rules in the middle of the game, the Herald said. The rules would apply to land on every USACE developed waterway in the nation.

Already in the previous year, the USACE had changed the rules twice, leaving ports unsure of how to proceed with development. The changed rules demanded that ports install "minimum public port facilities within 20 years of acquisition" or the entire tract would revert back to the federal government.

What made the rules unreasonable, Port commissioners felt, was that the USACE had never defined what "minimum port facilities" really were. And further, ports would be required to spend huge amounts on facilities, which would have no function until industry was in place. Thus, industrial development funds would be diverted from that purpose to the construction of whatever "minimum port facilities" turned out to be.

Port Commissioner Harold Kinney and the Port's

counsel, George Butler, traveled to Washington, D.C., in December of 1963 but were unable to budge the USACE.

There was good news in 1964, though, and the *Tri-City Herald* signaled the announcement with a two page, 6-column red headline: "Grape Processing Plant Will Locate in Prosser."

Seneca Grape Juice Corporation of Dundee, New York, would open its first western grape juice plant in Prosser in time to process the 1964 crop. The plant would employ up to 300 people during its six-month season and about 15 employees year-round. "The Port of Benton plans to make the site an industrial park like they have in the East, to accommodate four or five industries on its 70 acres," the article explained.

It was a joint effort: the City of Prosser would bring water to the site, Northern Pacific Railroad would construct a side track to the Port's property line and the Port would build a spur into the industrial park.

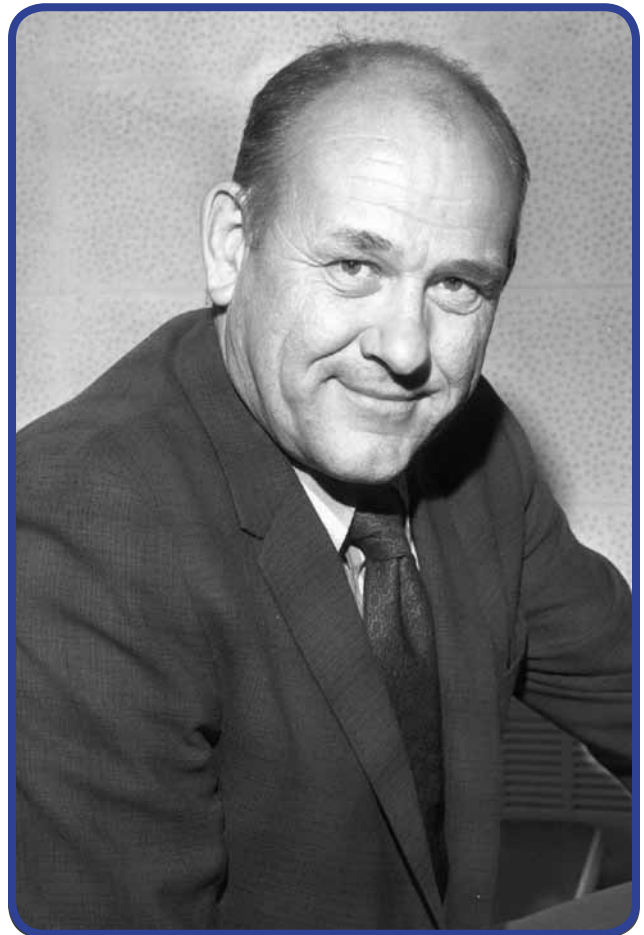


*The Seneca Plant shown with an inset of a worker peeling apples before they're made into apple sauce.*

The Port would issue revenue bonds to underwrite construction of the Seneca plant, with rent from Seneca used to retire the bonds.

On another front, Port commissioners accepted the resignation of manager Cecil Albee and in February of 1964 hired Phil George as the Port's manager. He reported to the \$9,000 per year job in March.

What about the 290 acres in North Richland?



*Phil George takes the helm at the Port of Benton*

In April the USACE deleted the "minimum port facilities in 20 years" stipulation from its rules, paving the way for the Port to actually acquire the site. In fact, by April 15, the Port's attorney was reviewing a deed for the land and on May 15, 1964, the Secretary of the Army approved the sale of the 290 acres to the Port for \$100,000.

But it is never done until the check is passed ... and that took place June 1, ending the multi-year effort on the part of the Port to secure land it deemed vital to the economic growth of the area.

Then just when you start to breathe easy ... it is back to the Seneca plant, now under construction in Prosser. A statewide plumber's strike threatened to halt work and leave the grape crop shriveling on the vine. Port officials asked plumbers to return to the job on an emergency basis at the plant. By the end of August, federal mediators became involved as local workers held their ground, then

decided August 30 to go back to work on the Seneca plant on a double shift basis. This would mean the plant could be operational in time for the mid-September harvest period, saving the fate of 6,000 to 8,000 tons of grapes contracted by the company from local growers.

In the midst of the plumbers issue came good news in Richland. U.S. Testing, a New Jersey firm selected by the AEC to negotiate a radiation protection services contract for Hanford, would become a new tenant of the Port of Benton in a Port-built 15,000 square foot facility. The company, when expansion of the site was complete, expected to add an additional annual payroll of about \$800,000 to the Tri-Cities economy.

In 1965, another important milestone occurred for the Port of Benton when it received designation from the Coast Guard as a “nuclear port.” This meant the Port would be permitted to handle radioactive materials, including waste and spent fuel elements transported by truck, rail, air or water. Only Seattle and Portland were designated as nuclear Ports in the Northwest at the time.



*Richland was proud of its nuclear heritage.*

In the Port’s constant balancing act between Richland technological development and Prosser agricultural industry growth, March of 1965 added a notch to the agriculture belt in the form of an announcement that Hilltop Orchards would lease a \$500,000 apple packing facility and cold storage operation in the Prosser Industrial Park. Hilltop officials noted the Port of Benton offered “a ready-made, attractive site with water, sewer, power, highway, railroad, and gas available.”



*Early Prosser apple packing plant at the Prosser Industrial Park.*

In June of 1965, the Port announced construction of a \$100,000 dock at the north end of the 290-acre Richland industrial site. It was to be the first dock built by the Port since its inception in 1958. The 40 foot by 125 foot facility would be able to handle a 200 foot barge with a 12 foot draft. The dock “will tend to encourage industrial development and there is great potential for its use,” said Port Manager Phil George.

Meanwhile, Port commissioners were split 2-1 against providing funds to help underwrite the construction of a new terminal for the Tri-Cities Airport in Pasco. The majority of commissioners believed the funds could be better spent on Port of Benton projects. Then on November 11, the commissioners altered their position and agreed to provide funds to the air terminal project.

“It is never easy to reverse oneself, but the Port of Benton Commission did, and the Tri-Cities will be the better for it,” lauded an editorial in the *Tri-City Herald*. “The cooperation of our three Port districts and (the city of) Richland will make it possible to build an airport of which everyone can be proud. This is the jet age. Next summer... the Tri-Cities will have jet service. With it our chances of attracting new industry will be enhanced.” Meanwhile, there was a crisis of a different sort to be handled at the Prosser airport. A December article in the *Tri-City Herald* told it this way: Gophers and underground electrical equipment don’t mix. Port of Benton officials discovered this to the tune of \$268.88 in extermination costs during the past two years. The problem is



at the Prosser Airport where the 'sage rats' nearly took over. It was found that gophers were attracted by the heat produced by the underground transformers (for the runway lights) and acquired a taste for the lead covering.

of the growing Tri-City area and to share with the rest of our area the many things coming our way in the future."

In addition, the little animals were so thick at one time the mounds they made on the runway created a hazard to aircraft. The solution was the hiring of an exterminating firm to keep them under control.



*Early era photograph of the Prosser Airport shows hangars on the north side of the runway.*

In 1966, workers planted 575 London Planetree sycamore trees around the perimeter of Pacific Northwest National Laboratory (PNNL) property in north Richland. Water for the trees would be piped from the Columbia River at the Port's new dock.

By 1968, more companies had been recruited to the Port's sites and improvements continued to be made on Port properties. A full-page ad in the *Tri-City Herald* marked the Port's 10th anniversary, proudly proclaiming: The Nuclear Port Is Just 10 Years Young: 1958 to 1968. We're Young and Growing!"

The ad featured photos and information on the Prosser and Richland industrial parks as well as the Richland Airport. Book value of the Port was now in excess of \$4 million and the Port was "proud to be a part

## The 1970s

# Business Incubator Born

The year 1970 hailed a new decade and with it new attitudes. Fading were the finned automobiles of the 50s and 60s, narrow ties for men and gloves for women. And the Port of Benton brought a new economic development phrase into reality: “business incubator.”

In 1970 the Port announced it would build a \$350,000 multipurpose building in the Richland Industrial Park. The building would be designed to house small-scale manufacturing, storage facilities, offices or laboratories.

The Port took an aggressive stand for its decision to build: “The Port ... after many years of considering construction of a multipurpose building as an incubator to industry, feels the time is right,” explained manager Phil George.

“The reason for doing it now is because employment is down. The stimulation this will provide is in keeping with the purpose of the Port district.” The building would serve as a starting place for new industries, which would eventually move onto Port-owned industrial sites of their own. “After 12 years in the industrial business,” George said, “I’ve learned that a site must be a fully developed site. Industry doesn’t just want to see the ground, it wants to see a building on the ground.”

Three months later, the Port announced that it had its first tenant for the soon to be completed building. Automata Corporation, which manufactured computer-related devices, signed a lease to occupy 12,000 square feet, almost half of the 27,000 square foot structure. Tallying the Port’s resources in 1970 would show it to be 1,300 square miles in size, with assets of almost \$5 million. Its assessed evaluation was \$98 million, with a one-mill tax levy.

By 1971, the Port had signed a second lessor to the incubator building in the presence of Wilkin and Associates, Tacoma, a manufacturer of precision machinery for Hanford prime

contractors. A planned \$200,000 expansion of the building would mean one or more new tenants could still be added.

Meanwhile, plans were in the offing to make significant use of the Port’s dock facilities in the nearby construction of the Fast Flux Test Facility (FFTF). Some 600 tons would be delivered for the test reactor in three sections – the reactor vessel, a surrounding guard vessel and the reactor head itself.



*This photograph was taken in February of 1972 and shows the barge slip construction well underway.*

Also, the Port was working with the Washington Public Power Supply System (Supply System) to handle shipping requirements for Supply System’s No. 2 nuclear power plant, scheduled for construction start-up in 1972 and completion in 1977.

Contracts had been signed in 1971 which activated the Supply System’s plans for construction of its 1100 megawatt nuclear power plant facilities and, on land purchased from the Port on George Washington Way, its general headquarters building complex.

Not to be forgotten, Seneca Foods announced plans to complete a \$250,000 winery in time to crush and process grapes that year.

Also in the fall of 1971 came announcement of a food processing coup for the Richland area – the building of a \$6 million frozen French fried potato plant by Rogers Brothers Co. of Idaho Falls, Idaho. The location encompassed 40 acres of Port of Benton land and 60 acres of Richland city land adjacent to the Port’s Richland airport facility.



*This Rogers plant photo was taken in October of 1977.*

Financial arrangements called for some \$1,375,000 in Port revenue bonds, a federal Economic Development Administration loan of \$3.6 million, some \$593,000 from Rogers Brothers and almost \$300,000 from a private development corporation.

Wastewater would be sprinkled over a cover crop on the Port's 120 acres of airport land, about 80 acres of federal land and 500 acres which Rogers Brothers anticipated acquiring in the Horn Rapids Triangle area.

The road was bumpy however, as an eleventh hour protest by people concerned about possible plant odor problems slowed the process of the plant's approval and threatened its movement elsewhere.

However, the plant received the necessary approvals and construction began, followed by the building of a \$2.5 million Henningsen cold storage plant adjacent to the facility. The cornerstone for the facility was laid in February of 1972.

The Port of Benton provided the rail spur to Henningsen Cold Storage and Rogers Brothers. In late November of 1972, the Port celebrated completion of the barge unloading facility on the Columbia River, ready now to bring in FFTF's monster components.

Leading into the 1973 fiscal year, the Port for the first time approved a budget in excess of \$1 million. The district's tax levy remained at one mill.

That year the Port commissioned Vitro Engineering to complete an industrial site study at Benton City, which resulted in the purchase of 26 acres by the Port in 1975.

The year 1973 brought a change at the helm of

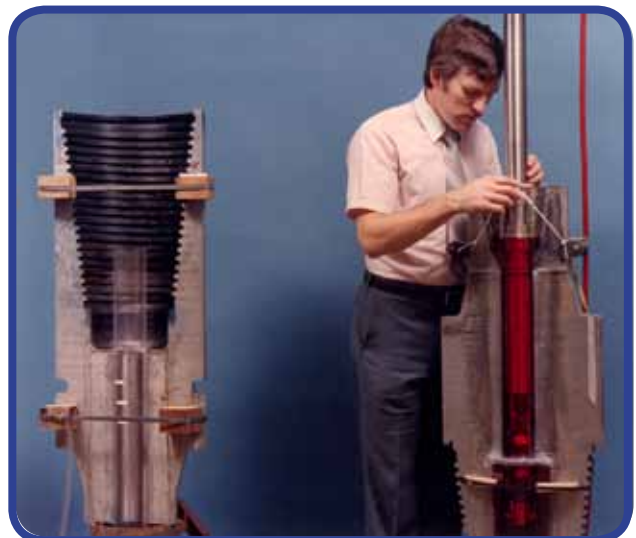
the Port of Benton as Harold Kinney resigned his commission seat in November and became the first of the three original commissioners to leave the commission. The close of 1973 signaled the completion of the other two commissioners' terms and 1974 saw three new commissioners at work for the Port: Jackson Richardson of Richland, Albert Raap of Prosser and Eugene Bernard of Richland.



*Three new commissioners take over leadership of the Port: Jackson Richardson, Albert Raap and Eugene Bernard shown left to right.*

A highlight of 1974 was the movement of 800 tons of parts to FFTF from the Port of Benton dock, transported from the river to the plant construction site by Neil F. Lampson crawler transporters.

Also in 1974, the Port granted a lease to Sigma Research Corporation, an optics and ultrasonic company. They grew to about 130 employees with contracts with government and private companies. They were located adjacent to the Automata space in the incubator facility.



*Don Boyd from Sigma Research is working on an ultrasonic application for north seas oil rigs.*



Other lessors in the mid-1970s included Olympic Engineering Corporation in 1975, Tri-City Kartways for a go-cart racetrack in 1976, and Group V and Environmental Engineering in 1976.

In 1975, the Port decided against extending the length of the Richland airport runway to 4,800 feet, which would qualify the airport as a "Basic Transportation Airport" in the same category as the Tri-Cities airport, and decided to instead lengthen the runway to only 4,000 feet. The decision was made after area residents complained of the potential of increased traffic, noise and the hazards of bringing in larger aircraft. Improvements were made to the service apron, the runways were realigned and taxiways added.

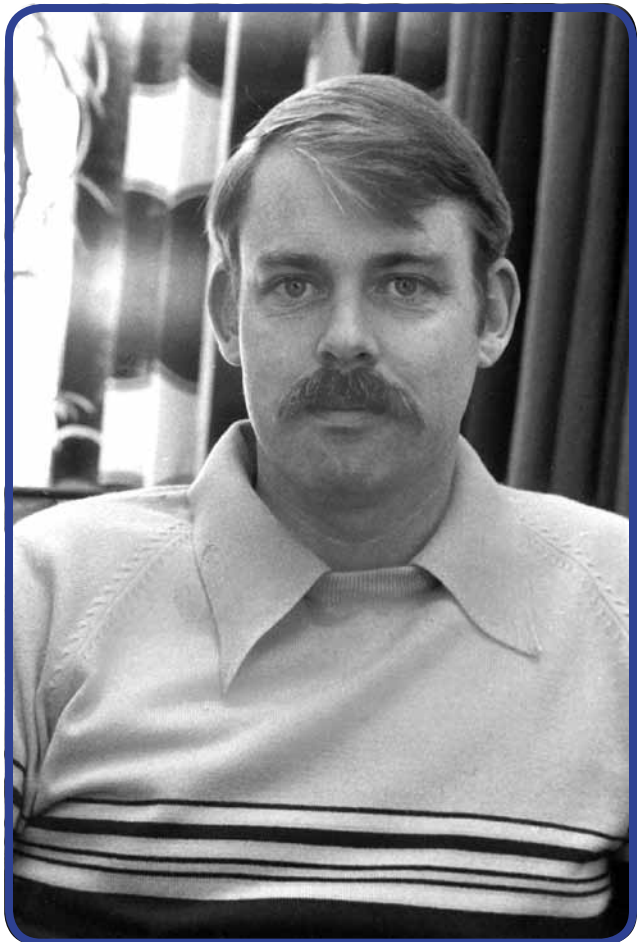
In 1977 the City of Prosser requested Port funds to install water and sewer lines under the Interstate 82 roadbed at the Yakima Bridge in Prosser. The pipes were to be used for future connection to the Prosser Industrial Park. Also that year, some \$391,000 in grants and loans were made by federal and state entities to develop an industrial park in Benton City to stimulate economic growth.

In September of 1977, Phil George ended a 13-year tenure as Port manager. Douglas Edison took over as interim manager in October and in April, 1978 was appointed to Manager of the Port of Benton.

Finally, in 1979, a loan of \$140,000 was secured to build an incubator building at the Prosser site.



*In 1971 George Garlick started a company in the new development building called Holosonics.*



*Douglas Edison takes over the managerial duties of the Port of Benton.*

## The 1980s

# New Mission: Branch Out

The 1980s brought a new vision to the mission of the Port of Benton: branch out and bring in some non-Hanford related businesses to the Port district.

The Port spent \$1.2 million in 1980 on its Richland Industrial Park and intended to spend an additional \$4 million in coming years for infrastructure. Already the Port had fielded inquiries from farm product and electronic manufacturing industries.

Sigma Financial Group was building a \$3 million building for PNNL to occupy. Capital Development Company of Lacey announced plans to construct the first phase of a \$4 million, 80,000 square foot complex. Tenants, besides Hanford-oriented companies, included the Washington Public Power Supply System, Development Dynamics Inc., Sigma, J. J. Partnership and Group V.

Additional phases of development at Richland included plans to extend utilities to the heavy industrial area off George Washington Way and also some waterfront development. Also planned were a dock and various terminals at the river's edge, with the expectation that the Port would handle grain or other agricultural products, in turn creating a need for facilities to handle shipping containers.

Meanwhile, the Richland airport had been losing business and Cascade Airlines, providing commercial service, was daily averaging only three passengers per flight from Richland at the



*Cascade Airlines in the Port's terminal building circa December 1980.*

same time that a study confirmed two-thirds of all passengers flying from Tri-Cities lived or worked in Richland.

1981 saw the appointment of Hal Lindberg to the commission, succeeding Richard Mann who had served since 1976; 1982 brought Jay Holman to the helm as manager of the Port.

Many Tri-Citians were out of work and construction



*Hal Lindberg was appointed in 1981 and served 26 years as commissioner of the Port of Benton. Jay Holman was selected as manager of the Port in 1982.*

had halted on the Supply System's nuclear plants by 1982, yet a new, nationally distributed newspaper named *USA Today* defined Tri-Cities to be the fifth fastest growing community in the nation.

That year the Port invited people to celebrate its 25th anniversary with an air show at the Richland Airport featuring an aerobatics team, skydivers, radio controlled models, experimental aircraft flights and antique aircraft on display.

Also that year, with no fanfare, or "almost in secrecy," as *Tri-City Herald* columnist Jack Briggs put it, the ports of Benton and Kennewick began putting out feelers about merging. It was in the air: merger had been considered for the Kennewick and Kadlec hospitals. There had even been an effort to consolidate the three cities of Richland, Pasco and Kennewick. Port of Benton Commissioner Jack Richardson said he and fellow Commissioner Al Raap had thought for 10 years that merger would be a good thing. He said advantages included administrative efficiencies

and a larger organization with the ability to develop staff specialties in business and industrial promotion.

In July of 1983 Port commissioners were busy arranging financing for the purchase of a 420-acre piece of land south of Plymouth for \$350,000 from the USACE. The land was intended to be used for facilities to handle crops from Horse Heaven Hills farms, which up to that point had been going to the Oregon side of the Columbia for shipment. The land was deemed necessary for the future growth of the Port in that it was one of the only sites left along the river in Benton County suitable for water-borne shipping development.

Over in Prosser, August brought gold medals to a new Port occupant, Hogue Cellars. Hogue won gold for a 1982 Chenin Blanc and a 1982 Scharzman Vineyards White Riesling. The company, owned by Prosser residents Wayne, Gary and Mike Hogue, occupied a 10,000 square foot facility, which incorporated a tasting room.



*Mike Hogue is shown with his award winning wine.*

The end of 1983 brought the Port federal approval to allow operation of a restaurant on Port property, rewarding an effort that began in 1967. The USACE



*Venezia Restaurante is one of the latest restaurants in the Port's Technology & Business Campus.*

had previously ruled a restaurant was prohibited because it was not industrial development, the only activity allowed by the corps. However, reconsideration brought authorization for part of the land for a restaurant "provided such restaurant is only for the employees and users of the Port."

But the upshot of the 16-year effort? "It's an investment decision for a restaurant," Holman said. "we're not even sure we can get one." But 1984 became the year of "Bon appetit!" in the Port as The New Leaf Restaurant opened in the north Richland Industrial Park. The menu featured a salad bar, four soups and 15 sandwich combinations.

That year saw the Port steps closer to securing the 420 acres near Plymouth it had been trying to obtain for nine years. The transfer of land from the USACE to the Port had been opposed all that time by the Yakama Nation because the area was filled with artifacts from hundreds of years ago. Memorandums of agreement, outlining the measures the Port would take when it encountered artifacts in the course of developing the land, appeared to be major hurdles overcome in the effort to acquire the property.

Also, 1984 saw the Ports of Benton, Kennewick and Pasco place \$5,000 each into a joint effort to increase their industrial development promotional

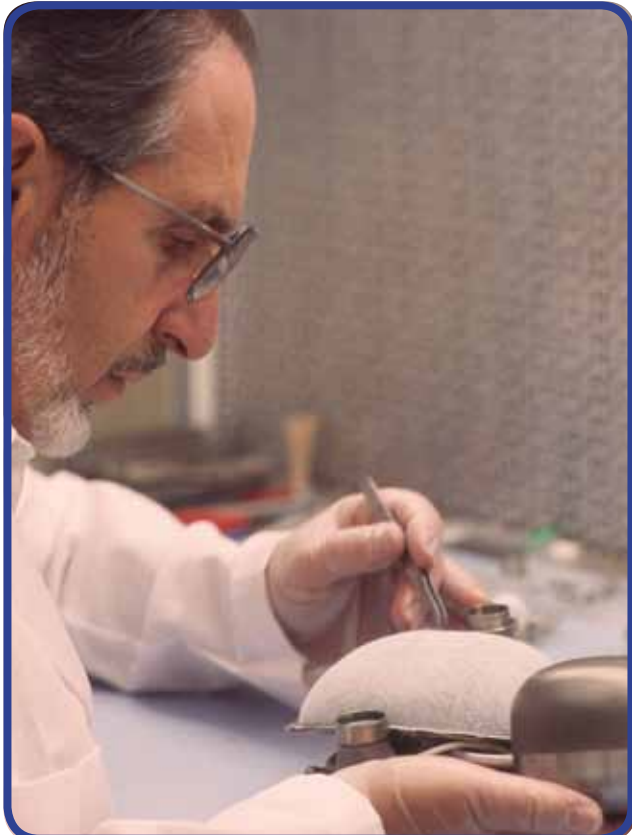


muscle, allowing for promotional mailings, trips to trade shows and other activities designed to sing the praises of the Tri-Cities to industry. As a result, a Tri-Ports cooperative effort was initiated. It was important to note, however, that the increasing cooperation was not a step toward port consolidation, Port officials said, laying to rest that possibility from years past.

In 1985, when times were tough in the Tri-Cities economically, the *Tri-City Herald* found some bright spots. "... the Ports of Benton and Kennewick have instituted programs to help small businesses and industries get started," an editorial said. These "incubator" programs have resulted in the creation of jobs. Orchards and vineyards are being planted. Wineries are being built. Highways are being completed.

*"These things, and others, are broadening the base on which the Tri-Cities will build when the economy heads up again."*

Also that year Stirling Technology Company became a Port tenant. The company had a NASA



*Stirling Technology technician is shown working on a left ventricle heart assist module.*

contract to create an engine to harness solar power and also a heart program for a Stirling engine to assist the left ventricle pump blood.

In 1986, the Port increased services for its incubator building tenants. Added were offerings of leased or rented furnishings, receptionist and personalized telephone answering services, secretarial/word processing, janitorial service, mail service, access to a conference room, bookkeeping, copier binding and financial services. Computer services were being contemplated.

Commissioner Hal Lindberg noted with the addition of the tenant service the incubator became full service office suites, a concept that worked well for incubator companies looking "to move from the founder's garage."

A new tenant for the Port that year was Northwest Health Services, Inc., a wholly-owned subsidiary of Hanford Environmental Health Foundation.



*NHS technician using mass spectrometry to ascertain chemical composition of a sample.*

In 1987 the Japanese American Society's executive director was in the Tri-Cities in October

to participate in a conference aimed at increasing awareness of Japan and Washington State relationships. The conference was sponsored by the Society and the Local Ports. Holman said 18 Tri-Cities manufacturing firms exported goods valued at \$1.6 million a year and 16 agriculture related firms exported \$2.9 million in products annually.

Such an event signaled the growing awareness of the impact of the Pacific Rim countries and the possibilities of partnerships for economic development.

A 1988 article in the *Seattle Journal of Commerce* went into great detail to laud the success of the Port of Benton.

*"No ships call at the Port of Benton but this public port district in Eastern Washington or, at least some of its industrial tenants - are playing an increasingly important role in Washington State's international trade. The Tri-Cities area Port, one of three public port districts in this vicinity, is an example of how the state's greater emphasis on business diversification is paying off."*

*"Several tenants in Port industrial facilities in Richland in the Tri-Cities area and Prosser in the lower Yakima Valley are beginning to export their product-thanks in part to the dollar's decline, which makes American goods more marketable."*

*"All of these export goods flow to Portland or Puget Sound Ports rather than across the Port of Benton's own dock. ... While not having a thriving "port," in the commercial waterfront sense, the Port district is carrying out its mission to promote industrial development including companies serving foreign as well as domestic markets."*

The article cited Alpha Biochemical (ABC) Inc., a division of a Japanese conglomerate whose operation included food processing.

ABC was recruited to Richland in the early 1980s to produce dry flaking starch, a by-product of potato processing plants in the area. ABC started sending sacks of starch to Asia after tapping the U.S. domestic market.

The article also pointed out how Hogue Cellars



*This photo was taken at the Alpha Biochemical groundbreaking in September 1981.*

in Prosser shipped 150 tons of containerized wine grapes through the Port of Seattle, the first shipment of wine grapes to Japan by a Washington winery. Hogue said Japan had been very receptive to its product and that wine and grape shipments were expected to increase.



*Hogue Cellars was quickly becoming one of the Port's best success stories.*

1988 was also the year the Port opened a second incubator building at the Prosser Airport housing the Chukar Cherry Company. The Port also sponsored a canola-rape seed conference and an apple/grape pomace utilization study. Schwan's Sales Enterprises established a food distribution facility at the Richland Airport.

Looking back over its 30-year history, the Port noted there were now 41 businesses located on its property, employing more than 2,600 people and assets totaling \$11.9 million.



*Pam Montgomery, co-founder of Chukar Cherries, is shown with a variety of her products.*

In 1989, Hogue Cellars announced the first phase of what eventually would be a \$6 million winery and tourist complex, surrounded by a new 15-acre chardonnay vineyard.

April marked a unique 8,000 mile journey through the Panama Canal for the nation's oldest commercial reactor core which arrived at the Port barge slip before being off-loaded and buried at the Hanford Site. The journey from Shippingport, Pennsylvania took 57 days.



*It takes two tugs to maneuver this barge into the Port's barge slip in 1981.*

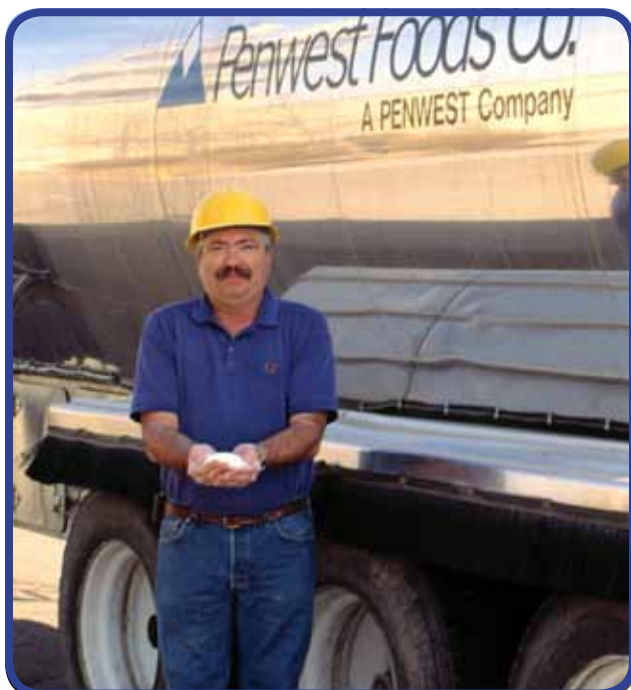


## The 1990s Acquisition

The 1990s would bring significant changes to the Tri-Cities area as federal missions shifted to waste clean-up and the downsizing of the Hanford employment force.

In 1990 the Tri-Ports Export service and the Tri-Cities Industrial Development Council (TRIDEC) signed trade agreements with a Taiwan trade association with the aim of opening up new markets and investments for the region.

An increasing area of industrial development interest was new technology and equipment designed for pollution control and environmental clean-up. Meanwhile, International Technology of Torrance, California, purchased U.S. Testing Co. and Alpha Biochemical Corp. was sold to Penwest of Bellevue. The new owner manufactured and marketed industrial grade starches for making paper, specialty food ingredients and agricultural nutrition supplements.



*Penwest manager, Mick Persinger, shows food grade starch.*

In 1991 a new commissioner, Max E. Benitz, Jr. of Prosser, came on board for the Port .



*Commissioner Max E. Benitz Jr. becomes a member of the Port of Benton commission in 1991.*

Also in 1991 SCIENTECH and Northwest Instruments Systems Inc. became tenants of the Richland Industrial Park.

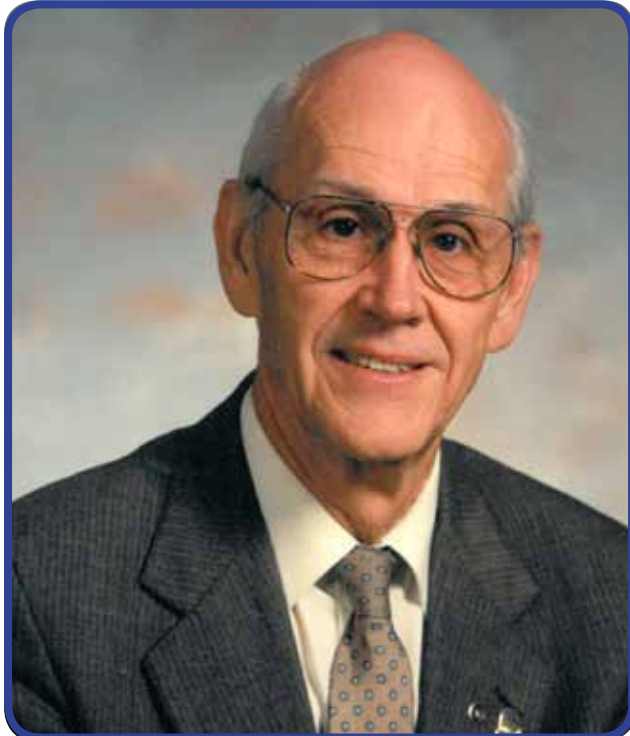
The Science & Technology Park was founded in 1991 by local businessmen, academicians, Hanford contractors, municipalities and entrepreneurs. The concept was to link the Port to WSU Tri-Cities and PNNL. This affiliation would benefit all three entities as well as attracting



*Initial Research District board members include Adrian Roberts, PNNL; Larry Haler, Fluor Daniel Hanford; Mark Henderson, Executive Director of the park; James Cochran, Dean of WSU; Richmond Hoch, Sigma Financial; George Garlick, Garlick Enterprises; George Tupper; Lorraine Shelby, Garlick Enterprises; Bob Leedy, City of Richland; and Don Barnes, Sigma Financial.*

new businesses wanting to locate in a high tech community. Mark Henderson was hired to manage the Science & Technology Park.

In 1992, Westinghouse Hanford Company announced it would establish a hazardous waste handling training area at the Richland Airport on two acres of undeveloped land leased from the Port. The next year, the HAMMER (Hazardous Materials Management and Emergency Response) Training and Education Center leased space in the Port's Development Building 2 in Richland.



*Ben Bennett takes the helm in 1992 and the title changes from Manager to Executive Director.*

1992 also was the year for a new Executive Director at the Port. Ben Bennett assumed duties in August. The port manager's job title was changed to Executive Director with the beginning of Bennett's employment.

A Hanford Summit in 1993 brought about 1,000 people together to discuss the future of Hanford and to look at proposals relative to that future. One such vision was that of a high tech industrial park surrounded by a national showcase scientific laboratory. Proposed was a 500-acre high technology park north of Richland between

PNNL headquarters and the Hanford 300 Area. Centerpiece of the park would be a \$218 million laboratory to be operated by PNNL. The completed facility was dedicated in the summer of 1996 as the William R. Wiley Environmental and Molecular Science Laboratory.

In 1994, the WSU Tri-Cities campus more than doubled in size thanks to the transfer of some 111 acres from the city of Richland, Siemens Power Corp., the Richland School District and the Port.

In Prosser the Port completed more than \$450,000 in runway capital improvements at the Prosser Airport, and Port tenant, Chukar Cherry Company, was nominated for and won the state Entrepreneur of the Year award.

Of long-term impact was the completion of a 10,000 square foot commercial shared kitchen by the Port. To be operated by the Prosser Economic Development Association, the Wine Country Farm Kitchen became the only one of its kind in the area, allowing small cottage businesses to share the facilities as well as receive marketing and bookkeeping support from the Port.

Penwest Foods tripled its production in 1994, assuring its presence as a long-term tenant.

New tenants included the Agricultural Business Commercialization Development Center, Bechtel and Science Applications International



*SAIC groundbreaking ceremony included George Garlick, Commissioners Max Benitz, Bob Larson and Hal Lindberg and SAIC manager Ed Straker.*

Corporation (SAIC). The latter planned on constructing a new 120,000 square foot office building on Port property, an action, which has since been completed and was purchased by the Port in 2011 as their administration headquarters.

Another building housing Bechtel was completed that year and is currently being leased by PNNL.

The thrust of the Port's technology commercialization program for the late 1990s consisted of 1) working with the DOE, its contractors, TRIDEC and the Tri-Cities Commercialization Project to identify commercialization potentials for Hanford technologies; 2) working with the City of Richland to identify needed infrastructure improvements for affecting technology transfer; 3) working to fully develop a world-class university-related science and technology park for Tri-Cities and; 4) expanding the Port's successful incubator program with the stated objective of having it become one of the best in the nation.



*Executive Director, Ben Bennett; ABCD scientist, Dave Eakin; Assistant Executive Director, Scott D. Keller and ABCD scientist Mike Brown.*

Also of note was the Hanford/Port cooperation in the formation of the Agri-Business Commercialization Development (ABCD) Center. The center was a joint venture between DOE, PNNL, Washington State University and the Port of Benton. The purpose was to establish a facility to be staffed with PNNL scientists and others who have developed technologies at Hanford that can be directly applied to agriculture.

Highlights of the Port's activities in 1995 included work on plans for an Applied Process Engineering Laboratory (APEL), a high-tech, state-of-the-art engineering test facility where technologies from

inventors, entrepreneurs, national laboratories and universities are demonstrated for commercial implementation. The Port was working closely with other local entities to obtain funding and a location for the proposed facilities.

APEL would cut the time needed to commercialize new technologies and would be used to test technologies applicable to Hanford cleanup by transferring non-nuclear experiments from Hanford.

After years of dumping discarded concrete, rocks and dirt along the waterfront, the Port conducted a major clean-up of the riverfront property to prepare the site for future use.



*The rubble at RIP represents remote respect for riverfront resources.*

Penwest quadrupled its production capacity that year, in a \$9.1 million expansion project.

The Richland Airport saw Bogert Aviation assume responsibilities as the fixed base operator. The Port was also seeking developers to lease and build a golf course on 51 acres immediately southwest of the airport's main runway.

Columbia Basin Dive Rescue started construction on a new home on leased land at the airport.

Also, the Prosser Airport was subject to a complete upgrade, including runway, taxiway and main service apron and a new transient parking tie-down area. Precision approach path indicators were also installed on both ends of the runway.

New commissioner Robert D. Larson, Richland, began serving in 1994. Commissioner Max Benitz, Jr. was elected to the office of County





*Commissioner Robert Larson began serving the Port in 1994 and Ken Elliot began and ended his term of service in 1995. Commissioner Jane Hagarty was appointed to represent Prosser in 1996.*

Commissioner in 1994 and Ken Elliot was appointed to serve out Benitz' term. After one year of service, Ken Elliot resigned and Jane Hagarty, was appointed as Prosser's representative in 1996.



The Port was active in acquiring and developing Hanford lands and buildings the DOE declared surplus. On Friday, September 13, 1996, the Port of Benton became the first port in the nation to



*Commissioner Robert Larson, on the right, is receiving the key to the 3000 Area from the Department of Energy and Maritime Administration.*

acquire surplus government property under a new federal law, the 1994 Defense Authorization Act. The former Hanford 3000 Area located in north Richland, the site consists of 71 acres of land, containing 120,000 square feet of building space for light industrial use. Competitors for the site included other federal agencies and semi-private interests.



*The 3000 Area is transferred to the Port of Benton.*

Once the Hanford 3000 Area was surplus by DOE, the Port of Benton applied for the property via the U.S. Maritime Administration (MARAD), a division of the U.S. Department of Transportation. In order for MARAD to convey the property, several federal agencies had to work together. It took MARAD, U. S. Department of Commerce, U. S. Department of Labor, DOE and the brokering of the General Services Administration (GSA) for the conveyance to become a reality. All of this took place in about two years. As this was the first case in the nation, it often involved pioneering work to move the process forward. By September, all processes were completed and the Port took possession of the property, which was called the Richland Industrial Center. For the first time in more than 53 years, the Washington State flag was raised over the Hanford Area.

The Port finalized another Hanford land transfer of



*The Central Stores Warehouse was included in the 1100 Area transfer to the Port.*

the 1100 Area in 1998. This transfer includes the central stores warehouse and the railroad facilities including a short line rail. The initial name for this site was Horn Rapids Industrial Park and the Horn Rapids Rail Center. This name was later changed to the Port of Benton Manufacturing Mall.

Being the first port in the nation to have acquired property through the 1994 Defense Authorization Act, the Port of Benton received calls from all over the nation for assistance and advice on this process. While the requests mainly came from ports considerably larger than the Port of Benton, several federal agencies have also been among the information seekers.

After the federal land transfers, the Port added 831 acres to its portfolio and is now one of the largest landholding ports in the state.



*The Port found itself in the short-line rail business.*

Livingston Railroad Company (LRC) signed a lease in November of 1998 for the 1171 building and maintenance and operation of the Port's short line rail. In 1999, LRC formed an LLC called Tri-City Railroad and the Port assigned the lease to the new company.

Richland Industrial Park's name was changed to the Technology and Business Campus in 1997 to better reflect its purpose.

The Port of Benton finalized the Master Plan for the RIC. In addition to providing a plan and corresponding covenants for the entire 71-acre site, the Master Plan has identified several required and proposed upgrades to the infrastructure of the area. In tandem with the development of the Master Plan, the Port is recruiting manufacturing tenants.

In 1999 there were 18 companies located at the Richland Airport on the approximately 150 available acres for light industrial use.

Buckskin Golf Course construction began in 1997 on the initial nine holes and completed the course in 1999. The course also has a driving range, clubhouse and putting green.



*Jeff Marcum, owner of Buckskin Golf Course, tees off on fairway 2.*

The Port completed a Master Plan update for the Prosser Industrial Park. In addition to the plan calling for expansion room for both Seneca Foods and Holtzinger Fruit Company, it also allows an adjacent but separate area to develop as a business park specializing in specialty foods production, wineries and micro breweries. The Port's current 10,000 square foot Business Development Building consists of four bays of 2500 square feet each.

Tenants at the Prosser Industrial Park include Wine Country Farm Kitchen, Thurston Wolfe Winery, Whitstran Brewing Company and Cirque Brewery. The Port expanded the Development Building

approximately 5,000 square feet by adding two more bays to meet the growing demands for space. The name of the park was changed to Prosser Wine & Food Park to better reflect the direction this industrial park was heading.

Wine Country Farm Kitchen was displaced by Brewster's Gourmet Foods at the Prosser Industrial Park. Brewster's made frozen pizza with sales at Costco and other major supermarket chains.

Plans for a paper speculation building at the Prosser airport were initiated in 1999.



*Brewster's made frozen pizzas in the Prosser Industrial Park (now the Wine & Food Park) and shipped product to many major supermarket chains.*



Y2K

## The New Millennium

Now that the Port had almost doubled in size with the acquisition of federal lands it was time to grow. What direction growth would take and how soon it would happen was the question.

Sometimes free isn't free. The RIC needed an almost total makeover before the buildings could be upgraded to City of Richland code and leased to the general public. Roads, electrical, water, sewer...in essence all of the infrastructure at the RIC needed replacing.



*This photo is looking south from First Street. New roads, electrical, sewer and water complete the infrastructure upgrades.*

Brad Goodspeed, owner of Benton County Ventures, purchased the north and south warehouses with promises of starting a boat manufacturing company and employing several workers.



*The south warehouse was condemned by the DOE before the transfer; however, it was structurally sound and slated to be the home of a new boat building endeavor.*

Bruce Etzel and Gayle Wheeler gave a presentation to the Port Commission on a proposal for a new light industrial park in Prosser specifically for a bonded warehouse for local wineries. The 32 acre property was purchased by the Port; however the

California warehouse company couldn't reach an agreement with Chateau St. Michelle and the deal fell through. The site was initially called the North Prosser Business Park and was subsequently named Prosser Vintner's Village. The initial disappointment with the bonded warehouse would eventually turn into one of the Port's most successful sites.



*This is what the North Prosser Business Park looked like in 2003, without all of the wineries.*

In 2001, Eucon Corporation (American Rock) signed a contract for aggregate removal on land within the Manufacturing Mall. This short-term lease has turned into a mutually beneficial long-term lease with Eucon.



*This aerial photo shows the aggregate removal at the Manufacturing Mall.*

Ben Bennett was looking out his window at home and saw a fire burning. He told his wife that it looked like it was the Port's railroad bridge and grabbed his binoculars. It turns out that Ben was right. This dilemma would severely impact the railroad's ability to move freight out of north Richland. In the mean time, John Haakenson was employed by Fluor Hanford managing the Hanford railroad. He was starting to wonder where he would be working now that the railroad was transferred to the Port. John was hired by the



*The railroad bridge burned and was rebuilt with steel structure in less than a month.*

Port and immediately went to work on the bridge project. The USACE was contacted and within days the new bridge was under construction. It took less than one month to complete the expedited bridge project and get product moving on rail again.

In 2001, Kaiser Aluminum moved an extrusion press which was located on DOE property in the 300 Area to the Port's Manufacturing Mall. The press was initially used to make fuel rods for Hanford's reactors and is now used to make baseball bats. DOE exsessed the press to Kaiser with a caveat; they must remain in Benton County. Part of the move included moving a press from California to the Manufacturing Mall which increased their personnel to 25 full-time employees.



*The former Hanford extrusion press is at work in north Richland at Kaiser Aluminum.*

Elevator Manufacturing, a company headquartered in Los Angeles, built a production facility in Benton City in 2001. They would sell their California



*Richard Vice, President of Elevator Manufacturing, is shown inside one of the elevators he manufactures along with a shaft used to move the elevators up and down.*

facilities in 2004 and make Benton City their new permanent base of operation.

Nuvotec, a company led by Bob Ferguson, moved into the Port's new warehouse building in the Manufacturing Mall. Nuvotec was supposed to market the facility and fill up the empty space in the Manufacturing Mall's warehouse. These plans failed to materialize and the Port eventually took over responsibility for the marketing of the facility.

James Wade, President of T.R.E. LLC., proposed rezoning the Technology and Business Campus to residential and commercial. His plan was to develop the waterfront with a mixture of townhouses and commercial businesses. Port Commissioners approved the plan in February 2002.



*John Paul Estey is shown checking the clarity of his freshly brewed beer at the Prosser Wine & Food Park.*



John Paul Estey, owner of Whitstran Brewing Company located in the Prosser Wine and Food Park development building was instrumental to the success of the first Scottish Festival in 2001, a tradition continued to this day.



*The Scottish Fest has been a staple at the Port's Prosser Wine & Food Park. Food, games and music bring in several hundred people.*



*Scott D. Keller became Executive Director of the Port on June 1, 2002.*

After ten years of service, Ben Bennett decided to retire in 2002. A consultant was hired by the Port to assist in a nationwide search for the position of Executive Director. Five candidates were presented to the Commission, who reviewed and approved them. After a series of interviews and negotiations, the Commission offered the position of Executive Director to Scott D. Keller effective June 1, 2002.

One of the first action items was to hire an Assistant Executive Director/Airport Director to take Scott's place. Marv Kinney officially started working in this capacity on July 22, 2002. Mr. Kinney had extensive experience in municipality management after working for the City of Kennewick and the Port of Kennewick for several years. His duties included Director of Airports for the Port of Kennewick.

George Garlick leased five acres of Port land on the south end of the RIC to develop a park as a buffer between his Stevens Center development and the Port's industrial land.

Another development at the RIC was Northwest Tire Recycling products. The idea was to take in used tires, compress them into bales and resell them for fill, walls or flood control. In 2004, the Port asked the company to relocate to the Richland Landfill which would be more appropriate for a recycling center.

The fall of 2003 Lampson Crane installed a ringer crane at the Port's high bay barge slip. The first, and as it turns out, last lift occurred on June 16th. After waiting another year for DOE to contract additional lifts, Lampson took the ringer crane out of service and moved it to the mid-west.



*Lampson Crane erected this ringer crane for off loading cargo destined for the DOE's Vitrification Project.*



The Port also purchased 16 acres of land overlooking the Yakima River in Prosser in 2003. The purpose of the purchase was to provide a place for the Walter Clore Wine & Culinary Center. This facility will be used to educate the general public about Dr. Walter Clore who was working at the WSU Experimental Station in Prosser. He discovered viniferous grapes would grow very well in the alkaline soils of the Yakima Valley and was the first to suggest a wine industry may flourish in this region.

Intermech leased 37,000 square feet of space in the Manufacturing Mall in 2003. They have the contract to build and install the HVAC duct work for Hanford's Waste Treatment Plant project. At this time, the Vitrification project at Hanford is one of the largest construction projects in the world.



*Intermech workers at the Manufacturing Mall.*

April 2004 brought the first development to Prosser Vintner's Village. Scott Keller visited Lou & Teresa Gannon's nursery in Mabton and after a series of negotiations they decided to move their operation to Prosser and thought a spot right off the freeway would be good visibility and a great place for their business to grow.



*Lou & Teresa Gannon are shown at Yellow Rose Nursery in the Prosser Vintner's Village.*



*David Minick is being interviewed at the Port's groundbreaking ceremony for Willow Crest Wine.*

Soon after Yellow Rose became established, Willow Crest Winery broke ground on the first winery at Vintner's Village. David Minick is a long term Prosser grape farmer and set the stage for the rest of Vintner's Village development.

The fall of 2004 was busy at the Richland Airport with the first triple groundbreaking for three businesses including Northwest Restoration, Accuwall Drywall Systems and Keck Services.

To round out the activities in 2004 were three other important developments: RiverWalk Development included the bike/walking trail along the Columbia River. Now people could ride their bikes from the Port of Benton in north Richland to the Port of Pasco and on to Sacajawea State Park. Over 50 miles of trail have been connected in the Tri-City region.

The Science & Technology District was renamed the Research District to better reflect the nature of this region and align this region with PNNL.

In November the Port's marketing consultant, Jan Jackson, submitted and received an Award of Merit in the American Association of Port Authorities (AAPA) communications competition. The Port of Benton is now receiving international recognition for their economic development activities. In future years the port would win additional AAPA awards for website development, magazine advertising, and an Award of Excellence for the Port's advertising series, "50th Anniversary" which highlighted eight of the Port's tenants in testimonials about working with the Port of Benton.

2005 was when the afterburners came on and the Port helped launch several businesses. The Port was hosting groundbreaking ceremonies and open houses on a regular basis.

Early in 2005, Cowan Vineyards moved into the Port's development building in the Prosser Wine & Food Park. David & Susan Cowan have been growing grapes and are in a long line of farmers who would get more vertically integrated in the coming decade. At this time their neighbors include Thurston Wolfe, Whitstran Brewing and CR Sandidge Wine.



*Susan & David Cowan are shown with their wines at the Port's Prosser Wine & Food Park development building.*

Other companies locating on Port of Benton properties in 2005 included 3 Rivers Decor, Winemaker's Loft and Federal Engineers and Constructors.

Thurston Wolfe decided to move out of the Port's development building in the Prosser Wine &



*Thurston Wolfe's new facility in Prosser Vintner's Village is under construction in late 2005..*

Food Park and build their own facility at Prosser Vintner's Village. In November of 2005 they had a groundbreaking ceremony and by April of 2006 they were in their new facility.

When Thurston Wolfe moved out, a space opened at the Wine & Food Park. Alexandria Nicole took over the space, significantly remodeled and opened for business making superb wines.



*Jarod Boyle, US Representative Doc Hastings and Ali Boyle celebrate the opening of Alexandria Nicole Winery.*

WineMaker's Loft also broke ground in 2005 on a development building concept for wine makers. It has six bays for retail space and a large area for processing grapes, case goods and barrel storage.



*WineMaker's Loft groundbreaking in May of 2005.*

Among all of this growth, the Port hired Diahann Howard and appointed her Director of Economic Development and Governmental Affairs.

In April of 2006, another groundbreaking was conducted in Prosser Vintner's Village for Olsen Estates.





*Olsen Estates groundbreaking in April kicked off a series of building projects.*

FruitSmart's Jim Early and Jim Gauley were very successful turning fruit into concentrates, juices, purees and blends. Their value added commodities were selling at such a brisk pace that they outgrew their facilities and eventually moved to Grandview and currently occupy a large food processing facility vacated by Safeway.



*FruitSmart groundbreaking ceremony in June was followed by the Port building them an 8,100 square foot production facility.*

Airfield Estates groundbreaking in August was the start of a great relationship between the Port and the Miller family from Sunnyside. Their aeronautical theme came from their ranch being used by the U.S. Airforce to train pilots during WWII. The first year Mike, Marcus and Lori Miller produced 10,000 cases of wine. Five years later they were producing 30,000 cases of wine.



*Airfield Estates groundbreaking in August of 2006. They have become one of the most successful wineries in Vintner's Village.*

Sundance Aviation moved into the Richland Airport as the Fixed Base Operator in August 2006. They offer mechanical repair, fuel, instruction and other aviation services. Clif and Sue have been instrumental in the success of the yearly Richland Airport Fly-In.



*Sundance Aviation took over the FBO duties at the Richland Airport. Clif & Sue Dyer are shown above doing maintenance on a plane.*

A medical transport company called Northwest MedStar moved into a hangar at the Richland Airport built by Cannon Hill in September of 2006. They transport critical care patients to and from hospitals. Shortly after their arrival the Port's civil engineer, Roger Wright, was transported by MedStar to Seattle for a serious condition. Cannon built another facility behind the hangar to house the pilots and nurses who are stationed there 24 hours around the clock.



*MedStar open house in September of 2006. Equipment includes a helicopter for short range transport and a fixed wing plane for long range transportation.*

C.J. Plastics purchased Lot #5 in the Benton City Industrial Park and erected a 3,750 square foot metal building in 2006.





*Joe Petty, CJ Plastics, is shown building a facility at the Port's Benton City Industrial Park.*

Angelou Economics laid out a marketing plan for this whole region in 2006. Local partners include TRIDEC, PNNL, WSU Tri-Cities, the cities, counties and port districts. They were also instrumental in revitalizing the Research District of which Diahann Howard, the Ports Director of Economic Development and Governmental Affairs, became the director.

Some developments take a little longer. TRE LLC., which began development plans in 2002, became the Abner Group and is now called WillowPointe. They finally had their first model home built in 2006 after four years of preparation. An explosion of building activity ensued until the housing market softened in 2008. They were never successful in developing the commercial portion of the property so the Port has purchased the southern part of



*WillowPointe is finally off the ground in 2006.*

the development back for future commercial development along the waterfront.



*The finished townhouses sold for about \$400,000 with new owners just a stones throw from the Columbia River.*

The Port's civil engineer, Roger Wright, got involved in a bio-mass gasification project in late 2006. The Port purchased a gasifier from a Prosser inventor and was successful in obtaining a \$1 million grant from the Department of Ecology to push the project along. The test project was erected at a FruitSmart facility in Whitstran and after several months of tweaking was deemed



*US Representative Doc Hastings is at the gasification site in Whitstran looking at the Port's patented pellets.*

viable. Roger discovered a mixture of bio-mass including straw and grape pumice actually burned at a higher BTU than wood pellets. The project became known as the Port's putrid, purple, pumice, pellet process in Prosser. A patent was applied for in 2007. Meanwhile the \$1 million grant was still sitting at the Department of Ecology. After enlisting help from US Senator Patty Murray and US Representative Doc Hastings, the Department of Ecology still had an iron grip on the funds. The Port eventually turned the grant over to PNNL and WSU Tri-Cities who eventually managed to extricate the funds from the Department of Ecology and are moving the project forward.

The rail operation was moving agriculture products from the Mid-Columbia to the rest of the world; however, the current facility was never designed to be a transload facility. The Tri-City Rail Road erected a ramp for moving product from rail to truck, but it was a slow and somewhat dangerous proposition to move product on the ramp. In the spring of 2007, the Port applied for a CERB grant and was successful in obtaining funding to build a permanent transload facility.



*The early transload system entailed picking product from a rail car and running a fork lift up a ramp and into a trailer.*

Hogue Cellars has now become one of the largest wine producers in the northwest...and then in 2003, it sold. Mike and Gary Hogue went their separate ways and after a five year hiatus, Mike purchased nine acres in the Prosser Wine & Food Park for a large production winery. He teamed up with long-time friend and farmer Bud Mercer and started construction of a 27,000 square foot facility called Mercer Estates. They went from a groundbreaking in March to crushing grapes in September 2007.



*The early transload system entailed picking product from a rail car and running a fork lift up a ramp into a trailer.*



*Mercer Estates was producing world class vintages from it's first year in 2007.*



*The new transload facility includes two bays for rail and three bays for truck access.*

From its humble beginnings in 1982 at the Port's Prosser Wine & Food Park development building



*Cormac Thompson is shown with his Piper Cub.*



love of flying brought him back to the Prosser Airport as the Port's Airport Coordinator in the spring of 2007. Under his guidance, the Prosser Airport has increased in usage including fly-in's and air tours.



*The Puget Sound Antique Air Tour came to the Prosser Airport in 2007. Several Stearman planes, shown above, attracted big crowds.*

The Richland Airport Fly-In was also picking up speed. In 2007 there were about 200 kids who flew for the first time as part of the 'kids fly free' program. The idea is to start the spark of enthusiasm early in a 'Young Eagles' life with the hope of them continuing in the sport or avocation of piloting planes.

EnergySolutions moved into the Manufacturing Mall in the spring and occupied 32,300 square feet of space, which is most of the top portion of the warehouse building and the Port's largest tenant. Most of the occupants are providing innovative engineering services to DOE for cleaning up Hanford.



*EnergySolutions occupied the top portion of the warehouse building in 2007.*

Now that the warehouse building has been leased, the rail line is on track, several of the buildings in the RIC have been sold or leased and the Port is quickly recouping the cost of updating the initial infrastructure on these sites.

It takes time and a team effort to initiate change and bring changes to completion. In this case it took Ben Bennett's vision to accept the DOE land and buildings, which almost doubled the Port's holdings, and it took Scott Keller's salesmanship and business savvy to bring the Port out of the red and into a profitable mode.

The Port signed an agreement with the USACE to take over management of Crow Butte Park, at the very southwest corner of Benton County. The State of Washington managed the park for several years and then closed the park for about six months. Local farmers resurrected the park but couldn't make it financially so the Port stepped up and took over the lease in August of 2007.



*Scott D. Keller and Colonel O'Donovan sign the lease agreement for management of Crow Butte Park.*

The first order of business was to contact the Confederated Tribes of the Umatilla to get their blessing on the transaction.



*Armand Minthorn, religious leader from the Confederated Tribes of the Umatilla's blessed Crow Butte in August.*

The next step was to obtain funding from Benton and Klickitat Counties. They each committed \$50,000 toward capital improvements for the next three years. Their financial contribution made it possible to bring the park back to pristine condition. Now, the park is one of the best parks on the Columbia, it's full of campers and is a gem





*The above photo shows Crow Butte's boat basin with campers in overflow area.*

in the Port's portfolio.

Chukar Cherries has overgrown its capacity over the past 20 years so the Port built a 5,000 square foot warehouse used for production, storage and shipping.



*Pam Montgomery (Ma Chukar) is shown at the warehouse groundbreaking ceremony in September of 2007.*

To top off the year, in November the Port of Benton was named 'Port of the Year' by the Washington Public Ports Association (WPPA). Patrick Jones, the Director of WPPA stated several reasons for



*Right to left: incoming Commissioner Roy Keck, outgoing Commissioner Hal Lindberg, Commissioner Jane Hagarty, WPPA President Jack Thompson, Executive Director Scott D. Keller, PPM, Director of Airports & Operations John Haakenson, Director of Economic Development and Governmental Affairs, Diahann Howard and Director of Finance, Scott Reinke.*

the recognition including Vintner's Village, Crow Butte Park and the Biomass Gasification project.

Which brings us to 2008, the Port's 50th Anniversary.

2008

## The 50th Anniversary

The Port of Benton's 50th Anniversary was a celebration of the progress that had taken place in the past and a harbinger of the progress it was destined to make in the future.

The kick-off celebration was at the Port's most acclaimed development, Prosser Vintner's Village. On May 24, the Port opened up the park to the public starting with a Ribbon Cutting ceremony at Milbrandt Vineyards new facility.



*Butch Milbrandt is at the podium during the kick-off celebration at Prosser Vintner's Village.*

Bram Brata Steel Band provided entertainment, Chukar Cherry was set up at Airfield Estates giving away free samples, Castle Catering provided food and when the public drove into the park they were given commemorative wine glasses. KONA radio was hired to perform a live remote including interviewing several of the Port's tenants. There were 537 people attending this event.

A community dinner was hosted by the Port at the Richland Red Lion on June 4. Executive Director, Scott D. Keller, PPM emceed the event with a lively



*Executive Director Scott D. Keller, PPM is talking about the rich Port history over the past 50 years.*



PowerPoint presentation about the progress over the past 50 years. Clark Crouch, former City of Richland Councilman, wrote and recited a poem for the occasion. There were 115 attendees at this event, including past commissioners, politicians, tenants and partners. A roving microphone was used to interview some of the attendees and get their recollections of the past.

A Tenant Appreciation/Golf Tournament was held at Buckskin Golf Club in Richland on June 6. This event was to thank all of the Port's tenants for locating within the Port's district and helping with the Port's mandate of economic development.

Another Tenant Appreciation was held at the Prosser Wine & Food Park on June 12. Sundance Aviation was hired to fly banners at all of the 50th anniversary events; however, the pilot tangled the



*The 50th Anniversary banner is flown over the Port's Wine & Food Park in Prosser.*

banner and bent the tail pole on take-off at the kick-off celebration at Vintner's Village. It was too windy during the Richland Tenant Appreciation, so the initial unveiling of the Port's 50th Anniversary banner was flown during the Port's Prosser Tenant Appreciation event.

On June 14, the Port hosted the Benton City Jamboree in the Benton City Park. Highway 12, which included Tri-Citizen of the Year Mike Schwenk, was contracted to perform on stage. The Port's maintenance staff built a T-shirt gun which shot T-Shirts about 100 feet in the air. Sundance Aviation performed another fly-over with the Port's 50th Anniversary banner.



*Benton City Jamboree brings out bands like Highway 12 shown above.*

The Richland Airport Fly-In was hosted by the Port and included two sheet cakes with the Port's new 50th Anniversary logo plus posters and flyers to promote the event. Sundance Aviation was able to fly the banner again at this event.

A celebration at Crow Butte Park was held on July 19. The Port provided children's games including several specialty advertising items. Whitstran Brewing, our tenant from the Prosser Wine & Food Park, provided the libations in the beer garden, Hot Diggity Dog cooked hamburgers and hot dogs and the Park's Manager, Chief Sampson of the Walla Walla Indian Tribe, provided Native American flavor by erecting a teepee and providing music and dancing in native costume.

A vendor from Benton City was hired to provide ice cream from a stationary engine connected to an ice cream churn, which was very popular.



*Native Americans perform dances at the Crow Butte 50th Anniversary Celebration.*

The last major event of the year, a Media Tour, took place on September 15. It ended where it started at Prosser Vintner's Village. Forty-two members of the media, vintners, tenants and tour leaders converged on Olsen Estates for a lunch prepared by Roger Hazzard, from BonVino's Bistro, with direction from Master Sommelier Angelo Tavernaro.

Tour leaders included viniferous grape growers, Mike Hogue and Leif Olsen; wine maker, David Forsyth; and Director of Viticulture & Enology at WSU Prosser, Mercy Olmstead. The tour included stops at Hogue's vineyards, a tour of Mercer Estates and visits to the wineries at Prosser Wine & Food Park and Prosser Vintner's Village. The media tour culminated with a celebration of 'Olsen's 100th Year in the Valley.'

The media schedule included a mix of radio, television, newspaper and magazines including eight 30 second testimonials from the Port's



*Mike Hogue is shown with members of the media in his vineyard near Prosser.*





*Michael McKinney from American Rock Products is being videotaped for the Port's 50th Anniversary advertising campaign series.*

tenants which ran on Charter Media, KNDU and KEPR television.

The Port of Benton had several significant occurrences during 2008, starting in January with new commissioner, Roy D. Keck. Commissioner Keck brings several years of utility, bonding and energy experience working for Energy Northwest. Heaven's Cave Cellars held their grand opening



*Roy Keck was installed as the newest Port of Benton Commissioner in January 2008.*

celebration in May at the Prosser Wine & Food Park development building.

The Richland Industrial Center got re-named the Richland Innovation Center in May, but retained the acronym of RIC.

In August the Port purchased Frank VerMulm's property next door to Vintner's Village for the purpose of expanding economic development in the Yakima Valley and adding on to the success of Vintner's Village Phase I.

A company called Aerial Applications operated a spray plane company at the Prosser Airport for several years and asked the Port to take the building they owned and assume the responsibility of any chemical spills that may have occurred over the past 20 years of operation.

An initial survey of the property turned up a minimal amount of contamination so the transaction was completed. During excavation of the chemical contamination a leaky buried gasoline tank was found. The Port hired a contractor and started excavating the property as per Department of Ecology standards. The hole kept getting bigger, the ground water started pouring in, the cost kept rising along with the water. At the conclusion of the project the \$100,000 budget had crept up to a little over \$1 million. Fortunately, the Port was able to finance this unexpected cost overrun with State of Washington funding set up for just this sort of emergency.



*John Haakenson, Director of Airports & Operations, is standing on top of the pile of dirt unearthed from the excavation of the Aerial Application project.*

The year 2009 was a continuation of open houses and groundbreaking ceremonies. Wine O'Clock held their grand opening on March 31 at Prosser Vintner's Village. Several dignitaries were on hand to wish Ron and Susan Bunnell good luck. They have a reputation for providing some of the best quality food and wine in the region.



*Susan Bunnell is shown above in her bistro, Wine O'Clock, at Prosser Vintner's Village.*

A company named [rippedsheets.com](http://rippedsheets.com) erected a facility at the Port's Benton City Industrial Park and held a grand opening on June 11. Steve Hall, owner of [rippedsheets.com](http://rippedsheets.com), commented on the difference between Seattle, where he was previously located, and Benton City. He stated the cost of renting a facility in Seattle was about the same price as building a facility in Benton City. He also speculated that the mayor of Seattle probably would not have been at his open house and the community would not have welcomed them like the residents of Benton City.

Gamache Vintners held their grand opening/ribbon cutting ceremony on September 29 to close out 2009's new business start-ups. They purchased the last two properties in Vintner's Village Phase I.



*Ribbon cutting participants include Port of Benton Executive Director, Scott D. Keller, PPM; Commissioner Jane Hagarty; US Senator Maria Cantwell's aide David Reeploeg; Bob & Christine Gamache, Roger & Paula Gamache; 8th District Representative Brad Klippert; Prosser Mayor Paul Warden; and Port of Benton Commissioner Roy Keck.*



*Steve Hall is shown at his facility in Benton City printing labels for his international clientele.*



*A Stearman biplane is shown above circling the Port's Prosser Airport before touching down during the Puget Sound Antique Air Show in 2009.*



*The Kids Fly Free program at the Richland Airport in 2009 attracted over 200 kids wanting to take their first flight.*

The Port of Benton continues to sponsor local fly-ins at Prosser and Richland airports as well as civic events like the annual Cool Desert Nights; Water Follies, Prosser Scottish Fest and the Great Prosser Balloon Rally.



*Balloons lift off in the early morning at the Port's Prosser Airport. The Port of Benton has been sponsoring the Great Prosser Balloon Rally since its inception.*

The Great Prosser Balloon Rally continues to grow in popularity, which resulted in the best year ever in 2009 with 32 hot air balloons participating.



2010

## The Recession

In 2008, most of the USA was hit with a recession; however, the Tri-Cities had several federal projects, like the vitrification plant project, which postponed the inevitable for a few years. The stimulus money started running out in 2010, layoffs at Hanford began and the banks quit lending money, especially to start-up companies.

In spite of the recession, the Port was still hosting ribbon cutting, grand opening and groundbreaking ceremonies, starting with Sew Me Pretty on May 18, 2010.



*The Prosser Downtown Development building is shown before and after transformation.*

The Port purchased a nearly 100 years old building in downtown Benton City and converted it to retail space. One of the bays was leased to Sew Me Pretty, a sewing center and consignment store.



*Port Commissioner Jane Hagarty is welcoming Sew Me Pretty to Benton City.*

On September 14, 2010, the Port hosted another grand opening in the other half of the Prosser Downtown Development building for Logar Pharmacy. Benton City residents now have a local pharmacy for the first time in many years.



*Logar Pharmacy owner Jalalyar Hedayatullah is filling prescriptions in his new establishment.*

On September 25 the Port hosted another grand opening for Zero Gravity Builders Studio at the Richland Airport. This company developed a kit plane called a Viper Jet. When a customer purchases a kit plane, they often need help with assembly and testing. Zero Gravity was developed for the purpose of helping customers finish their projects.



*Zero Gravity Builders Studio employee is installing an engine in a Viper Jet.*

Larry and Sue Barbus operated a successful brewing business in the Port's Wine & Food Park development building. In 2009 they decided to purchase and remodel a building in downtown Prosser. When Whitstran Brewing moved in 2010, one of their employees, Brian Morton, decided to stay in the vacated bay and open a small batch distillery called Blue Flame Spirits.



*Larry & Sue Barbus are shown in their tasting room at the Prosser Wine & Food Park.*

Brian had been watching the busses coming in from Seattle with most of the women heading for the wineries and the men flocking into Whitstran Brewing for a beer. He envisioned a distillery with specialty vodka, gin, whiskey and brandy that everyone would enjoy. The Port hosted a grand opening for Blue Flame Spirits on November 4, 2010 and welcomed Brian to the Port's family of entrepreneurs.



*Brian Morton from Blue Flame Spirits is shown above left with his new distillery. His gin, vodka and pepper flavored vodka are shown to the right.*

The Walter Clore Wine & Culinary Center was trying to secure funding for a structure to showcase the importance of Dr. Walter Clore to the Washington wine industry. The Port's special projects manager, Marv Kinney, volunteered to help push the projects forward. With Marv's help, the first building, Vineyard Pavilion, was erected and dedicated on June 30, 2011. This building was designed to be an outdoor event center for hosting events like the Prosser Wine & Food Fair, weddings, business meetings and large group venues. The site was purchased by the Port specifically for the Walter Clore Wine & Culinary Center and is located right above the Yakima

River with expansive vistas of the Yakima Valley. The main building is scheduled to be completed in the fall of 2013.



*The Walter Clore Wine & Culinary Center's Vineyard Pavilion is shown above.*

As with most of the Port's projects, the funding and design of these buildings was a collaboration between the Port, the State of Washington, Prosser Economic Development Association, the Clore Board of Directors and the private sector.

Earlier in the year the Port purchased the Tri-Cities Enterprise Center (TEC), which was built by the City of Richland in 1987 as a development building. After many years of operation it was sold to Washington State University in Pullman in 2009. The Port purchased this facility in the fall of 2011, remodeled the empty bays, relandscaped, repaved, widened the parking lots, upgraded the exterior and started publicizing space for lease.



*Angela Kora & Scot Newell, owners of Ethos Bakery are baking pizza and muffins in their wood fired oven.*



On October 27, 2011, the Port hosted a grand opening for Ethos Bakery. Scot Newell and Angela Kora built a wood fired oven in one of the bays and are now making gourmet pizza, granola and a variety of pastries.

Another brewery, Shrub Steppe Brewing, is scheduled to open their doors at the TEC in early 2013. They will be offering hand crafted beer and smoked meats.

Established tenants at the TEC included Advanced Technologies & Laboratories, Archer Analytical, MSA B-Reactor Tours and White Bluffs Brewing.

Port Commissioner, Bob Larson, came up with an idea to honor the many ex-military personnel working at Hanford by bringing a submarine to north Richland and making it into a museum. After several phone calls and measurements, practicality surfaced along with the idea for the USS Triton sail, which just happened to be available. The entire 400' submarine was just too large to make it through the Columbia River's many lock's.



*The USS Triton Sail Park Dedication on November 10, 2011 brought many people to north Richland for the celebration.*

The Navy offered the USS Triton's sail and conning tower which were transported and reassembled by Lampson Crane and dedicated in a ceremony on November 10, 2011. In October of 2012, a periscope was installed through the sail and into the conning tower.

The Port's sail park is the only place in the United States with a sail, conning tower and periscope. Several retired navy men attended the ceremony including some who were stationed on the USS Triton.

The USS Triton was originally built and commissioned on November 10, 1959, as a radar picket submarine. It was the first vessel to circumnavigate the world underwater and sent a clear message to Russia during the Cold War that the United States could strike from anywhere and at anytime. The men didn't know the path the USS Triton would take until they were underway. They used Ferdinand Magellan's route, who sailed around the world 440 years earlier. This 26,723 mile route took 60 days and culminated with Captain Edward Beach being airlifted off the submarine by helicopter and transported to Washington D.C. for a press conference.



*Marv Kinney, Manager of Special Projects, is looking through a periscope inside the conning tower at the Port's USS Triton Sail Park.*

The USS Triton Sail Park is located near the Port's barge slip where defueled reactor compartments from decommissioned naval ships are off-loaded and stored at Hanford. The project was managed by Marv Kinney, Director of Special Projects and engineered by Roger Wright from RGW Enterprises.

Diahann Howard, Director of Economic Development and Governmental Affairs, has been following a long-range plan developed by Angelou Economics to develop the Tri-Cities Research District. This effort is another collaboration between the Port of Benton, City of Richland, Washington State University, State of Washington, PNNL and private enterprise.

The fruits of her labor started paying off in 2011 with the completion of two large office complex buildings north of the RIC.

On November 6, 2012, the Port hosted an Innovation Center groundbreaking ceremony.





Workers are on task to complete two buildings on this site at the Richland Innovation Center. One of the Tri-City Research District's new buildings can be seen in the background.

This project, along with Columbia Energy's work to upgrade buildings at the RIC, is the first step in upgrading the entire site to a modern development.

As 2012 winds to a close, the Port is donating three acres of land to Washington State University Tri-Cities for a Wine Science Center.

This center will enhance WSU's viticulture program by providing a research center for the state's booming wine industry.

Several community colleges around the region, like Walla Walla Community College and Yakima Valley College, have AA programs in enology and viticulture. The Wine Science Center at WSU will provide graduates from those AA programs a venue to transfer to for furthering their education. The Port is collaborating with WSU, the federal Economic Development Administration and the City of Richland to provide funding and push this important research center forward. Several dignitaries, including Washington State Governor Christine Gregoire, were on hand at the dedication ceremony to provide support for the project.



The Wine Science Center site dedication was held on October 19, 2012 and included, left to right: Elson S. Floyd, President, Washington State University; Robert Larson, Commissioner, Port of Benton; Scott D. Keller, PPM, Executive Director, Port of Benton; Governor Christine Gregoire, State of Washington; Leigh Felton, Assistant Director, Washington State Department of Commerce; James Pratt, Interim Chancellor, Washington State University; Senator Jerome Delvin, 8th District; Roy Keck, Commissioner, Port of Benton; Gary Ballew, Manager of Economic Development, City of Richland; Mayor John Fox, City of Richland and Diahann Howard, Director of Economic Development & Governmental Affairs, Port of Benton.

# Vision for the Future

*Editor's Note: I met with the Port's current Executive Director, Scott D. Keller, PPM, who gave his input and visions for the future starting with the Port's Technology & Business Park.*

The TBC will continue to grow with collaboration from WSU Tri-Cities and PNNL. Future additions to the campus could be a park near the Columbia River buffering Penford's industrial site and the rest of the campus. The Port's shoreline is under-utilized and could become a great place for a hotel to house the many travelers coming to Hanford.

The RIC will also continue to grow with the help of private developers. The Port will continue to clean up and improve this site. As an innovation zone the RIC will support research and development as well as commercial and retail industries.

The Manufacturing Mall will likely expand its transportation capabilities with the short line railroad and transload facilities. Large bonded warehouses to support the local wine industry will be a natural outcome for this site. The lay-down yard will eventually be available for light industrial development which will give the Port an additional 100 acres to develop. American Rock Products will be turning over reclaimed land they have mined, leveled and made ready for infrastructure and development.

The Tri-Cities Enterprise Center will continue to grow into a tourist destination with additional wineries, brewers, distillers and restaurants.

The DOE is in the process of transferring 1,600 acres of land to TRIDEC. The Port will eventually obtain a portion of it to develop.

The Richland Airport has about 180 planes using its runways; there will likely be up to 250 planes located here in the next 10 years. The Port is also still interested in breaking open land on the north and east side of the site for commercial development.

Benton City will develop its downtown with more tourist activities tied to the Red Mountain American Viticulture Area. The Port will help the

local Economic Development Council with their efforts in this endeavor.

Prosper's Vintner's Village Phase II will take off when the economy improves. Future industries at this site will be tourist related like: hotel/motel, cheese factory, bakery, chocolate manufacturing, bistro or specialty coffee houses.

Prosper Airport will show slow continued growth with light sport aircraft and restoration industries leading the way.

The Prosper Wine & Food Park is almost totally developed with the exception of the recently acquired Bryson property. This land will probably become a location for a large destination winery with brewing and distillation spin off industries.

Walter Clore Wine & Culinary Center's main facility will be completed in the last quarter of 2013. This center will likely be a world-renown facility showcasing Washington State wines with displays and educational forums.

Crow Butte Park will increase in use due to the Port's constant upgrading of this site. New docks, playground equipment and fuel are some of the improvements in the near future. Additional pathways with kiosks describing the Missoulian floods and life before Lewis and Clark are all possibilities for the future of this park.

Looking further forward, the Port is actively supporting the Mid Columbia Energy Initiative that highlights our communities' energy expertise and unique assets. One of the focus areas is additional industrial lands transferred from the Hanford site. To that end, the Port, Benton County, City of Richland along with TRIDEC (as the Community Reuse Organization) submitted a 1,341 acre land transfer request using 10 CFR 770 process to DOE on May 31, 2011.

This proposal is in alignment with the Hanford Site Comprehensive Land Use Plan, the City of Richland's zoning and comprehensive land use plan, and the master plans of the City of Richland Horn Rapids Industrial Park and Port of Benton's Manufacturing Mall. The proposal was accepted by the Department of Energy in August of 2011 and the process for transfer of the property,

located adjacent to the Port's Manufacturing Mall in north Richland, has begun.

The vision for this area is for an energy park. The phase one request of 1,341 acres is conceptually planned with four 150 acre sites, along Horn Rapids Road, that leverage the existing utility, fiber and road infrastructure.

Biofuels, natural gas refueling stations and offices that support and foster new energy technologies are the prime industrial targets for these sites.

North of the 150 acre sites, a 900 acre mega site is planned as a clean energy manufacturing facility. Multi-modal transportation is already in place with close proximity to SR240 and I-82, dually served rail by Burlington Northern Santa Fe and Union Pacific and barge facilities along the Columbia River. Targeted industries are solar, wind and small modular nuclear reactors.

From it's meager beginnings in 1958, the Port of Benton had a budget of \$10,000 and no assets. By the end of 1968 total assets were \$4 million, in 1988, \$12 million and at the end of 2012 the Port had assets of \$53 million. In 54 years the Port managed to add about \$1 million in assets every single year.

Over all of these decades the commissioners and staff have been putting tax dollars to work purchasing properties, developing land and putting people to work. General overhead has been covered by leases and property sales income.

Running the Port like it was a business for 54 years has paid big dividends to the Port's owners, the tax payers in Benton County.



# Thank You

The Port's 54 years of history can not go by without a few thank you's.

First and foremost, a big thank you goes to all of the commissioners and employees of the Port of Benton...without them there would not have been any development.

The Port's partners in economic development include the Ports of Pasco and Kennewick; the Cities of Richland, Prosser and Benton City; TRIDEC, PNNL, Prosser Economic Development Association; Benton County and the Chambers in Prosser and Tri-Cities.

Local, state and U.S. representatives have been tireless in their efforts to help us with economic development throughout the years.

Private developers include our good friends Dick Hoch and George Garlick who have been working with the Port of Benton for many decades.

Mike Henry from Sigma Financial and Wayne Perry and Cal Cannon from Innovation Center at TCRD, LLC, will be working with us into the future developing property in the Richland area.

Tom Cowan has been the Port's legal council for the past three decades. He has done an outstanding job of keeping the Port out of the courtrooms and focused on transparency.

The Port has had many outstanding tenants over the years as well. The Port is dedicated to providing the infrastructure that makes it easy for companies to start up and flourish in this region. The current count of jobs on our sites include 125 businesses, creating 3,290 jobs.

Looking back to the reason the Port was formed, economic development, would there be an additional 3,290 jobs in Benton County without the Port's help and influence? Probably not. The vision for the future is clear, it's onward and upward, full speed ahead!

## Port Commissioners

**Roland C. Lindburg: December 22, 1958 to December 12, 1973**

**John R. Hills: December 22, 1958 to December 12, 1973**

**M. Harold Kinney: December 22, 1958 to November 19, 1973**

**Jackson C. Richardson: January 9, 1974 to December 31, 1993**

**Albert L. Raap: January 9, 1974 to November 12, 1991**

**Eugene R. Bernard: January 9, 1974 to January 14, 1976**

**Richard A. Mann: January 14, 1976 to July 22, 1981**

**Harold B. Lindberg: November 11, 1981 to December 31, 2007**

**Max E. Benitz Jr.: November 12, 1991 to December 31, 1994**

**Robert D. Larson: January 1, 1994 to Present**

**Kenneth R. Elliot: January 16, 1995 to December 31, 1995**

**Jane F. Hagarty: January 1, 1996 to Present**

**Roy D. Keck: January 1, 2008 to Present**

## Port Managers

**Cecil Albee: April 27, 1961 to January 10, 1964**

**Phil George: February 12, 1964 to September 30, 1977**

**Douglas Edison: October 1, 1977 to March 31, 1982**

**Jay Holman: April 1, 1982 to May 31, 1992**

**Ben Bennett: August 1, 1992 to May 31, 2002**

**Scott D. Keller, PPM June 1, 2002 to Present**

## Current Directors



**Scott D. Keller, PPM**  
Executive Director



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



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



**John Haakenson**  
Director of Airports & Operations



**Kevin Howard**  
Director of Maintenance



## Current Board of Commissioners



**Robert D. Larson**  
Representing north Richland



**Jane F. Hagarty**  
Representing Prosser  
& Benton City



**Roy D. Keck**  
Representing south Richland

The following pages are site sheets of the Port's properties as they were at the end of 2012.



## **Benton City Industrial Park**

**Location:** The Benton City Industrial Park is close to the downtown commercial district. Residential areas border on all sides, with other rural residential property and undeveloped land. One plot remains available on this site.

**Transportation:** I-82 is located one mile from the site.

**Utilities:** Water, sewer and electrical are available to the site.

**For further information contact: John Haakenson**

3100 George Washington Way ▪ Richland, WA 99354  
Phone: (509) 375-3060 ▪ Fax: (509) 375-5287 ▪ Toll Free: (800) 628-PORT  
Web: [www.portofbenton.com](http://www.portofbenton.com) ▪ Email: [johnh@portofbenton.com](mailto:johnh@portofbenton.com)

# Benton City Industrial Park

- 16 Acres
- Zoned industrial
- Ideal for manufacturing
- Easy access to Interstate I-82



## Current Companies Include:

- Benton County Fire District #2
- CJ Plastics
- Eastside Pattern
- Elevator Manufacturing, LLC
- Rippedsheets.com
- Northwest Metals

**For further information contact:  
John Haakenson**

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## **Benton City Development Building**

**Location:** The Benton City Development Building is within Benton City's commercial district.

**Transportation:** I-82 is located one mile from the building. Red Mountain's developing wine industry is just minutes away.

**Utilities:** Water, sewer and electrical are provided to this site.

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# Benton City Development Building

- Suite A: Logar Pharmacy
- Suite B: Sew Me Pretty
- Easy access to Interstate I-82



This building was built in 1910 and has been a mainstay in downtown Benton City for over 100 years. All of the electrical, water and sewer systems have been replaced to code and the building completely rebuilt. It includes two bays for lease. Suite A is larger because of additional space in the basement. Both suites share common space, including handicap access restrooms.

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## **Benton City Fire Station**

**Location:** The Benton City Fire Station Building is within Benton City's commercial district.

**Access:** I-82 is located one mile from the building. Red Mountain's developing wine industry is just minutes away.

**For further information contact: John Haakenson**

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# Benton City Fire Station



- Building is 4,540 Square Feet
- Easy access to Interstate I-82 and Red Mountain wineries
- Ideal for winemaking, tasting beer pub or tourism related businesses



The building has been a fire station in downtown Benton City. This artist rendition shows how the building could be improved.

**For further information contact:  
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## **Crow Butte Park**

**Location:** Crow Butte Park is a 275 acre facility on a 1,500 acre island in the Columbia River 13 miles west of Paterson, Washington. From the water it is river mile 262 on the North bank.

**Camping Area:** Camping areas include 50 paved sites, trees, grass, fire pits, tent pads and RV pads for vehicles up to 60 feet in length. One large group camping area is available. Two boat launches are available along with a marina with docks for short term boat moorage.

**Day Use Area:** Day use area includes picnic tables, covered shelters, fire pits, flush toilets, showers, swimming area and hiking trails.

**For information contact: Kitty Thomas: (509) 375-3060**  
**For reservations contact: David Bender: (509) 875-2644**

3100 George Washington Way ▪ Richland, Washington 99354  
Phone: (509) 375-3060 ▪ Fax: (509) 375-5287 ▪ (800) 628-PORT  
Web Site: [www.crowbutte.com](http://www.crowbutte.com)



# Crow Butte Park

- 275 Acres    ▪ 50 Tent/RV Sites    ▪ Hiking Trails    ▪ Electricity
- Water    ▪ Showers    ▪ Restrooms    ▪ Fire Pits
- Grass    ▪ Shade    ▪ Swimming Area    ▪ 2 Boat Launches
- Wildlife    ▪ Bird Watching    ▪ Wind Surfing    ▪ Concession Stand
- Native Plants    ▪ Group Camping    ▪ Primitive Camping Sites    ▪ Hiking Trails
- Trailer Dump Station



## Port of Benton

3100 George Washington Way ▪ Richland, WA 99354

On-line reservations: [www.crowbutte.com](http://www.crowbutte.com) ▪ David Bender (509) 875-2644

Kitty Thomas: (509) 375-3060 ▪ Fax: (509) 375-5287 ▪ Toll Free: (800) 628-PORT

Web: [www.crowbutte.com](http://www.crowbutte.com) ▪ Email: [crowbutte@bentonrea.com](mailto:crowbutte@bentonrea.com)







## **Walter Clore Wine & Culinary Center**

**Location:** East of the City of Prosser, bordered on the south by Wine Country Road, on the east by Desert Wind Winery on the north by the Yakima River and west by private ownership.

**Transportation:** Wine Country Road provides direct access to I-82. Prosser Airport is within two miles of the site.

**Utilities:** Water, sewer, natural gas and electrical are available to the site.

**For further information, contact: Marvin Kinney**

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Web: [www.portofbenton.com](http://www.portofbenton.com) ▪ Email: [kinney@portofbenton.com](mailto:kinney@portofbenton.com)

# Walter Clore Wine & Culinary Center

- 16 Acres
- Zoned agriculture
- Ideal for winery or interpretive center
- Easy access to Interstate I-82
- Riverfront property



## Home to:

- Vineyard Pavilion



**For further information,  
contact: Marvin Kinney**

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## **Prosser Vintner's Village**

**Location:** North of the City of Prosser, bordered on the north by Interstate I-82, on the west by Wamba Road and on the south and east by private ownership.

**Transportation:** Wamba Road provides direct access to I-82; Prosser Airport is within one mile from the site.

**Utilities:** Water, sewer and electrical are available to the site.

**For further information, contact: John Haakenson**

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Web: [www.portofbenton.com](http://www.portofbenton.com) ▪ Email: [johnh@portofbenton.com](mailto:johnh@portofbenton.com)



# Prosser Vintner's Village

- 50 Acres
- 19 Lots
- Sidewalks, street lights & trails
- Ideal for wine related business
- Easy access to Interstate I-82



## Current Companies Include:

- 7 Gables Bed & Breakfast
- Airfield Estates Winery
- Gamache Vintners
- Milbrandt Vineyards
- Thurston Wolfe Winery
- Willow Crest Winery
- Wine o'Clock
- The Winemaker's Loft
  - Apex Cellars
  - Canyon Edge
  - Coyote Canyon
  - Maison Bleue
  - Martinez & Martinez
  - Plaza Socievole
  - Tasawik Vineyards
- Yellow Rose Nursery

**For further information,  
contact: Diahann Howard**

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## Prosser Airport

**Location:** City of Prosser, close to downtown.

**Transportation:** Wine Country Road/SR-12, direct access to I-82.

**Utilities:** Water, sewer and electrical are available to the site.

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# Prosser Airport

- 120 Acres
- Zoned light to medium industrial
- Easy access to interstate
- Ideal for aerial operations & light ag manufacturing



## Current Companies Include:

- Carole's Flying Machine
- Chukar Cherry Company
- Connell Oil
- Experimental Aircraft Association
- Fair Weather Flyers (FBO)
- Milne Fruit

**For further information,  
contact: John Haakenson**

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## **Prosser Wine & Food Park**

**Location:** Prosser on the south side of the Yakima River. Agricultural areas lay just outside the boundaries and across the river.

**Transportation:** Wine Country Road provides access to Interstate I-82. Prosser rail service provided by the Burlington Northern Santa Fe Railway.

**Utilities:** Water, sewer, electrical and natural gas are available to the site.

**For further information, contact: Diahann Howard**

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Web Site: [www.portofbenton.com](http://www.portofbenton.com) ▪ Email: [dhoward@portofbenton.com](mailto:dhoward@portofbenton.com)

# Prosser Wine & Food Park

- 122 Acres
- Zoned industrial
- Ideal for agricultural commodities
- Easy access to Interstate I-82



## Current Companies Include:

- Alexandria Nicole Cellars
- Blue Flame Spirits
- Cowan Vineyards
- Heaven's Cave Cellars
- Hogue Cellars
- Kenyon Zero Storage
- Kestrel Vintners
- Mercer Wine Estates
- Tree Top
- Zirkle Fruit Co.

**For further information contact:  
Diahann Howard**

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## **Richland Airport**

**Location:** Located in Richland, bounded by SR 240 to the east, industrial sites to the north, a commercial complex to the south and open land to the west.

**Transportation:** Access to I-82 three miles south. Rail available to some lots. Barge access located four miles north at the Technology and Business Campus.

**Utilities:** Water, sewer, electrical and natural gas are available to the site.

**For further information, contact: John Haakenson**

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# Richland Airport

- 650 Acres
- Zoned light to medium industrial
- Easy access to interstate I-82
- Ideal for aerial operations, office & light manufacturing



## Current Companies Include:

- Airport Mini-Storage
- Almost Gourmet
- Blue Star Enterprises N.W.
- Bronco Girl Investments
- Buckskin Golf Club
- Civil Air Patrol
- Collins Enterprises
- Connell Oil
- Columbia Basin Dive Rescue
- Croskrey Properties
- Dr. Thomas Dillon
- Experimental Airplane Assoc.
- Hi-Line Engineering
- Keck Services
- KTM Enterprise
- LPJ Properties
- Mission Investments
- Northwest MedStar
- NW Restoration
- Perfect Image Photo Lab
- Redline Automotive
- SOS Properties
- Sundance Aviation (FBO)
- Total Energy
- Zero Gravity Builders Studio

**For further information contact:  
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## **Manufacturing Mall**

**Location:** North Richland along Stevens Drive, bordered to the north by Horn Rapids Road and Saint Street to the south.

**Transportation:** I-82 is located four miles from the site. Tri-City Railroad is located at the site for rail transportation and connections to Burlington Northern Santa Fe and Union Pacific. The Port's transload facility is located 1/2 mile from the site. Barge service is located three miles to the east.

**Utilities:** Water, sewer and electrical are provided by the City of Richland. Fiber optic and natural gas lines are available.

**For further information, contact: Diahann Howard**

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# Manufacturing Mall

- 760 Acres
- Zoned light & heavy industrial
- Ideal for high tech, manufacturing and warehousing
- Easy access to interstate, barge & airports



## Current Companies Include:

- American Rock
- Cast Transportation
- Conoco
- Core Cabinet Production
- Mission Support Alliance
- Energy Solutions
- Intermech
- Kaiser Aluminum
- Lockheed Martin
- PlasMet
- ProTrain
- SMI Group XVIII
- Sage Bay Company
- Stone Soup Kitchen
- Tri-City Railroad Co.
- U.S. Cellular Tower
- Verizon Wireless
- Vivid Learning Systems
- Washington Oregon Wireless

**For further information  
contact: Diahann Howard**

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## **Richland Innovation Center**

- Location:** North Richland between George Washington Way and Stevens Drive. It is bordered on the north by Pacific Northwest National Laboratory (PNNL), to the south by Stevens Center and to the east by Washington State University Tri-Cities.
- Transportation:** George Washington Way and Stevens Drive provide direct access to the site with I-82 approximately five miles south. Airport services are within one mile of the site; barge service is available within one mile via the Columbia-Snake River system and rail facilities are available across Stevens Drive.
- Utilities:** Water, sewer and electrical are provided by the City of Richland. Fiber optics and natural gas lines are available to the site.

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# Richland Innovation Center

- 71 Acres
- Zoned medium industrial, high tech, R&D and office
- Ideal for light manufacturing
- Easy access to interstate, barge & airports
- Located within the Tri-Cities Research District, a state designated IPZ



## Current Companies Include:

- Advanced Concepts & Design
- Columbia Energy & Environmental Services
- M.A. West Rockies
- Moravek Biochemicals
- Savage Logistics
- SmartPark Properties (Washington Closure)
- Strong-Dow
- Total Site Services
- WSU Tri-Cities
- XL Sci-Tech

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## **Technology & Business Campus**

- Location:** North Richland adjacent to the Columbia River's west bank with Horn Rapids Road to the north, WSU Tri-Cities to the south and Pacific Northwest National Laboratory (PNNL) to the east.
- Transportation:** George Washington Way provides direct access to the site with I-82 approximately four miles west. Barge service is available on site via the Columbia-Snake River System. Rail service is located one mile west.
- Utilities:** Water, sewer and electrical are provided by the City of Richland. Fiber optics and natural gas lines are available to the site.

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# Technology & Business Campus

- Located within the Tri-Cities Research District, a state designated IPZ
- 250 Acres ▪ Zoned light & medium industrial, business research park and waterfront property ▪ Ideal for high tech, light manufacturing, research and office campus ▪ Easy access to interstate, barge & airports



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## Current Companies Include:

- Applied Process Engineering Lab (APEL) high tech incubator
- Battelle PNNL
- Capital Development
- Confederated Tribes of Umatilla
- Czebotar Farms
- Department of Ecology
- Eberline Services
- Energy Northwest
- Federal Engineers & Constructors
- HAPO
- InnovaTek
- Lampson International
- NW Anthropology
- Our Dreams Continued
- Penford Foods
- Phoenix Enterprises NW
- Richland Corporate Partners
- RGW Enterprises
- SAIC
- Sandborne
- Sigma Financial
- SIGN (Interlocking Associates)
- SMI Group
- Stonebridge Partners
- Test America
- Three Flames Restaraunt
- Venezia Ristorante
- Watts Development
- XL Sci-Tech
- Yakama Nation Environmental Restoration





## **Tri-Cities Enterprise Center**

**Location:** Located in Richland, bounded by SR 240 to the west, a commercial complex to the north, industrial sites to the east, and open land to the south.

**Transportation:** Access to I-82 one mile south.

**Utilities:** Water, sewer and electrical are available to the site.

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Web: [www.portofbenton.com](http://www.portofbenton.com) ▪ Email: [johnh@portofbenton.com](mailto:johnh@portofbenton.com)



# Tri-Cities Enterprise Center

- Zoned light industrial
- Ideal for tourist related business
- Easy access to SR 240



## Current Companies Include:

- Advanced Technologies & Laboratories International
- Archer Analytical
- Ethos Bakery, LLC
- Mission Support Alliance (Hanford B Reactor Tours)
- Shrub Steppe Brewing, LLC
- White Bluffs Brewing, LLC

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# Distribution List

The History of the Port of Benton has been distributed to the following and is available for download at [www.portofbenton.com](http://www.portofbenton.com)

Richland Public Library  
Reference Desk  
955 Northgate Drive  
Richland, WA 99352

Benton City Library  
Reference Desk  
810 Horne Drive  
Benton City, WA 99320

Prosser Public Library  
Reference Desk  
902 7th Street  
Prosser, WA 99350

Cindy Johnson  
City of Richland  
PO Box 190  
Richland, WA 99352

City of Prosser  
Mayor Paul Warden  
601 7th Street  
Prosser, WA 99350

City of Benton City  
Mayor Lloyd Carnahan  
PO Box 70  
Benton City, WA 99320

US Representative  
Doc Hastings  
2715 S. Andrews Loop  
Suite D  
Pasco, WA 99301

Carl Adrian  
TRIDEC  
7130 W. Grandridge Blvd.  
Suite A  
Kennewick, WA 99336

Benton County Commission

Port of Benton Commission

Port of Benton employees

Port of Benton tenants

Ports of Kennewick & Pasco

Washington Public Ports Association

Past Executive Directors and Commissioners



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