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Port of Benton: Richland Airport Master Plan Stakeholder Feedback Summary February 2020

PUBLIC OUTREACH OVERVIEW

The Port of Benton, who owns and operates the Richland Airport, is working to update of its Master Plan. The process, which started in December 2019, is anticipated to take 18 months and will be guided through the Port Commissioners. Several public involvement efforts are included: 1) a project website, www.RLDMasterPlan.com; 2) stakeholder interviews; 3) community survey; 4) Technical Advisory Committee (TAC), consisting of a variety of interests – airport users, community leaders and stakeholders; and 5) press release . All efforts aim to inform stakeholders and to understand the needs and perspectives of those affected by the current and future airport facilities and activities. The public may also contact the project team with questions and feedback throughout the process by emailing or calling J-U-B representative Gemma Puddy, gpuddy@langdongroupinc.com or 208-292-8515.

This report covers the findings from both the stakeholder interviews and the community survey.

INTERVIEW OVERVIEW

Stakeholder interviews for the Port of Benton’s Richland Airport Master Plan Update included various organizations, businesses, tenants and interested parties, to understand the needs and perspectives of those affected by the current and future airport facilities and activities. The Port of Benton and TAC helped identify interviewees.

Interviewed:

Carl Adrian	Tridec (tri-cities Economic development council)
Clif Dyer	Sundance Aviation
Stephanie Seamans and Patrick Pittenger	Benton Franklin Council of Governments
Erin Whitney	Life Flight
Angela Beehler and Stephen Ingalls	Benton County Mosquito Control
Troy Stokes	Hi-Line
Robert Wade	EAA
Ryan Risor	JR Imaging
Cannon Hill	Builds hangers, pilot, retired
Karen Blasdel, Community Affairs and Tim Doyle, Operations	Pacific Northwest Labs
Greg Wendt	Benton County Planning Manager
Herb Brayton	Property Owner
Recruiting Sergeant	National Guard



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Sandy Young

Resident near airport

NOTE: The names in red have been reached out to, but not yet interviewed.

Guiding Questions:

1. Tell me about the airport’s role in the community. Is it important? How does it support the local economy? Could it support the community better?
2. How do you use or interface with the airport now? If you use it, how often and for what purpose?
3. Are there any factors (airspace considerations, approach minimums, runway dimensions, or hangar availability) that limit your use of the airport?
4. If your property is near the airport, do you have future plans to expand? Could the airport be beneficial to you?
5. Would an expanded airport help support your business or other businesses in the area? How?
6. Who else should we bring into the conversation? Are there other stakeholders that we need to seek input from?
7. What added features would enhance the airport? What is needed that is missing?
8. How do you feel overall about airport expansion? Is there benefit to the community?
9. Additional comments/suggestions for the project team regarding the future of the airport.

INTERVIEW HIGHLIGHTS

Overall Interview Themes:

- For the amount and type of use, the current airport features are appropriate.
- The airport is well maintained.
- The airport is well managed by the FBO.
- Economic growth opportunities are available—such as lengthening the runway for jets, enhancing the FBO, making more hangar space available—if there is a desire.

Please Note: The following comments are the opinions and perspectives of the those interviewed and not those of the interviewer or the Port.

Overall Interview Feedback:

- Positives
 - Overall, people are content with the airport and all its features.
 - The FBO, Sundance Aviation, is supportive and knowledgeable.
 - Airport, specifically the runways and ramps, are well maintained.
 - People enjoy the small-community feel of the airport:
 - Ease of access
 - Community events – BBQs, air/car show, breakfasts
 - Energized by locals
 - Youth activities/aeronautical encouragement
 - Regular presence of people working at their hangars
 - Security – Users of the airport have differing opinions on the ability of the fencing to provide security.
 - Users commented that no control tower allows for more flexibility, ease of operations and less need for security.
 - Fuel availability is appreciated and essential for many users.
 - Helicopter amenities are great.



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- Opportunities
 - FBO space is limited.
 - Conveniences/services such as the restaurant are limited.
 - Users would be interested in the following additions at the airport:
 - Avionics shop.
 - Gathering space for a large group (community events, organizational meetings).
 - Organized/safe public viewing areas with like picnic tables.
 - Park space.
 - Camping.
 - Internet across the airport (fiber optic internet requested).
 - Coffee shop and other conveniences.
 - De-icing.
 - Pursuits of further development/growth opportunities/ideas were mentioned several times.
 - Users believe economic growth opportunities are available, if leadership wants to grow the airport and gain more flights and businesses. Several users would like to see the airport's use grow from increased flights and nearby businesses.
 - *Follow-up comment from the Port: The Port and Airport are under new management with full support for growing the airport and the opportunities for more flights and businesses.*
 - Lengthening of runway to 5,500 feet or longer would open economic opportunities for jets to fly in.
 - Land to build more hangars would be utilized.
 - If the runway was longer, more jets would come, then more businesses could be sustained.
 - Users believe that airport growth and development ideas are happening on-the-ground at the airport, and to be effective, need to become part of a City and regional conversation also.
 - Re-purpose the traffic control tower for public viewing.
 - Projected growth: Ryan Risor, JR Imaging, is doubling his planes (light, single-engine Cessna planes) this year from two to four, and projects to have six or seven planes by 2022. (This business is currently the largest demand on Sundance Aviation). Life Flight – may get one more fixed wing within the next ten years, but not highly likely.
 - Communication: Port newsletter is an effective way to reach tenants.

Other People to Consider Talking to (and to invite to open house, as advised from interview feedback):

Please Note: The Port has been reaching out to these people/organizations since the interviews took place in early 2020.

- Scott Keller – past airport manager for 30 years, 509-528-8918
- Helicopter/cherry-drying operations
- USFS – fire-fighting; they are self-sufficient and seasonal
- Carl Cadwell – invested in Vista Field in Kennewick, before it was closed; he lost a lot, and now rents at Richland; owns Cadwell Laboratories (was a focal opponent to closing Vista Field)
- VDCI – Consultant to fly the mosquito planes.
- FedEx – Why did they leave?
- Pasco Airport
- Light manufacturer – untapped opportunity to make money
- Eric Greenwell – Performance gliders (they don't financially contribute to the airport) – c. 509-943-9065, o. 509-578-8707 (are these the same as Ultra Lights?)



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- Lamb Weston – they have a plane
- Maybe send the survey to the Tri-Cities Research District members
- Scott Irvin – Hangar owner, spends a lot of time out there, owns a few plane
- Civil Air Patrol



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SURVEY OVERVIEW

An online and printed survey with 14 multi-part questions was made available to stakeholders to gather their feedback from early December 2019 through late February 2020. The survey link was posted on the project website, RLDMasterPlan.com; emailed to available airport property owner/tenant and TAC members; and mailed to property owners/tenants. Twenty people completed the survey. The survey findings are summarized below.

Please Note: All comments are the opinions and perspectives of the those interviewed and not those of the interviewer or the Port.

SURVEY HIGHLIGHTS

- For the ten respondents who fly, the following reasons/benefits were listed. The top three reasons/benefits respondents listed for flying from Richland were:
 - Pleasure/recreation
 - Access convenience
 - Support for the aviation community
- All 10 respondents who said they use the airport did not list any limitations or other reasons discouraging them.
 - Only eight of those respondents have aircraft based at the airport.
- Overall, respondents will remain the same size or grow. No decrease in activity is anticipated.
- Overall the top four favored features/services considered in the decision to use or base an aircraft at the Richland are as listed below. The full list of features and their ranking is in the table below:
 - Weather data (ASOS)
 - 24-hour fuel availability
 - Airport manager or FBO on-site
 - Ground lease rates
 - Additional items of value include 24-hour restroom facilities, Short driving time from residence/business, Visual aids (VASI, PAPI, REILS), Snow removal.
- Several themes emerged from the comments. Listed below are the top five themes:
 - Economic development
 - Community center
 - Aviation promoting
 - Convenient
 - Recreational hub
- Most respondents plan to grow or would grow if the airport expanded.
- Overall, respondents like that the airport is convenient, easy to use and where it is located.
- Overall, respondents agree that an expanded airport would enhance and support businesses.

SPECIFIC QUESTIONS & RESPONSES

Q1. The combined results of this survey will be reported in the study without identifying individual respondents. However, you have the option to enter some or all of the information below. This will allow us to contact you individually if questions arise about any of the above responses or if additional information is needed.

Specific details from each respondent are anonymous, yet respondents chose to share the company/agency seven (listed below) which they represent.



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1. Loftics Aerial Photography
2. RGW Enterprises, PC
3. City of Richland
4. Shadow Mountain Industrial Properties
5. Skypark Office Suites
6. Talent Aviation Services
7. United Western Technologies Corp

Q2. Do you or your company fly general aviation aircraft?

A.) If yes, what type of aircraft.

B.) If yes, what are the reasons/benefits? List in order of importance.

Respondents were split, 50 percent to yes and 50 percent to no. (For “no” respondents, the survey jumped to question 10).

For the ten “yes” respondents, the following aircraft were listed by each.

1. Cessna 182P
2. Champion 8GCBC
3. Cessna 177B Cardinal
4. PA-22 Tri-Pacer
5. Fixed and rotor wing
6. Piper Turbo Arrow IV
7. TBM 900
8. PA28-235, C-150, Zanith 701
9. C182, Aeronca 7AC
10. Multiple light sport aircraft

For the ten respondents who fly, the following reasons/benefits were listed. The top three reasons/benefits respondents listed for flying from Richland were:

1. Pleasure/recreation
2. Access convenience
3. Support for the aviation community

Reason/Benefit Summary	Number of Respondents Who Listed the Reason/Benefit
Pleasure/recreation	8
Access convenience	5
Support for the aviation community	3
Reduced travel time convenience	3
Challenge of flying	2
Business	2

Q3. Do you or your company use the Richland Airport?

A.) If you answered the first part of this question as “No,” are there size or approach procedure limitations or other reasons that prevent you or your company from using or basing aircraft at the Richland Airport?



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All 10 respondents who said they use the airport did not list any limitations or other reasons discouraging them.

Q4. Do you or your company base an aircraft at the Richland Airport?

A.) What is your average number of flights per month?

B.) How many touch-and-go's?

Of the 10 respondents whose companies use the airport, only eight of them have aircraft based there.

Data in the table below shows the seven respondents answers to Q4 A and B.

Average Flights Per Month	Number of Touch-and-Go's
4	20 per year
4	0
7-8	1-2
4	0
12-16	0
10+	-
1	-

Q5. What is your anticipated activity level at the Richland Airport within the next year?

A.) What is your anticipated activity level at the Richland Airport within the next five years?

Overall, respondents will remain the same size or growth. No decrease in activity is anticipated.

Activity Level within the Next 1 Year	Activity Level within the Next Five Years
5 – Increased flights per month	6 – Increased flights per month
4 – Remain the same	3 – Remain the same
0 – Decrease flights per month	0 – Decrease flights per month

Q6. Are there any airport facility or operations factors (airspace considerations, approach minimums, runway dimensions, or hangar availability) that limit your use of the Richland Airport?

Nine respondents said there are no limiting factors, and the following two comments were received regarding limitations:

1. Although a grass/unpaved runway would be nice. Also, RLD used to have three runways which were better oriented to our wind patterns.
2. My limitation for investing in hangar/studio/gallery construction is the lack of public access. My vision is for a storefront type hangar with public access on one side for a photography studio/art gallery and a hangar on the airport side.

Q7. What features are, or would be, important in your decision to use or base an aircraft at the Richland Airport? Rank EACH item below as follows: 4 being of most importance, 3 being somewhat important, 2 being neutral in importance, 1 being somewhat unimportant, and 0 being of no importance.

Overall the top four favored features/services considered in the decision to use or base an aircraft at the Richland are as listed below. The full list of features and their ranking is in the table below:

1. Weather data (ASOS)



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2. 24-hour fuel availability
3. Airport manager or FBO on-site
4. Ground lease rates

The closely placed fifth position is split between four additional services:

1. 24-hour restroom facilities
2. Driving time from residence/business
3. Visual aids (VASI, PAPI, REILS)
4. Snow removal equipment

Airport Features/Services	Weighted Average
Weather Data (ASOS)	3.9
24-Hour Fuel Availability	3.8
Airport Manager or FBO? on Site	3.6
Ground Lease Rates	3.5
24-Hour Restroom Facilities	3.3
Driving Time from Residence/Business	3.3
Visual Aids (VASI, PAPI, REILs)	3.3
Snow Removal Equipment	3.3
Airframe/Power Plant/Avionics Repair	3.2
Instrument Approach Procedures	3
Security	2.9
Runway Length/Width/Strength	2.8
Less Crowded, Less Frenzied Pace	2.8
Hangar/T-Hangar Availability	2.8
Tie Down Facilities	2.5
Enforcement of Airport Rules and Regulations	2.5
Minimum Standards for Tenants and Service Providers	2.4
Pilot's Lounge	2.3
Terminal Facilities	2.2
Courtesy Car	2.2
Emergency Services/Air Ambulance	2.1
Restaurant	2
Deicing facilities/services	1.3
The weighted average was calculated by assigning numbers, as follows, to how each of the 10 respondents ranked each feature/service: No importance (0), Somewhat unimportant (1), Neutral (2), Somewhat important (3), Very important (4)	

Q8. If your company's aircraft requires a runway greater than 4,000' X 100', or stronger than a 30,000-lb Single Wheel Gear (SWG) pavement strength, what are the minimum length, width, and pavement strength necessary for your use?



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One response: Length – 5,000 feet; Width – 100 feet; Pavement strength – 21,000 lbs (maximum gross weight of the aircraft)

Q9. If sufficient changes were made and you began to, or increased your use of the Richland Airport, how many flights per month would you anticipate making?

Two responses:

1. 10
2. 16-20 in/out

Q10. Tell me about the airport’s role in the community. Is it important? How does it support the local economy? Could it support the community better?

Several themes emerged from the comments. Listed below are the themes with the number of respondents who highlighted it.

1. Economic development, 5
2. Community center, 5
3. Aviation promoting, 3
4. Convenient, 3
5. Recreational hub, 3
6. Medical/emergency necessity, 2
7. Regional asset, 2
8. Local and regional training facility, 1
9. Need for continued support for the community events, 1
10. Need for meeting space, 1
11. Plan with future area growth demands, 1

#	Theme	Comment
1	<ul style="list-style-type: none"> • Economic development 	More commercial space. Available for new start-up businesses.
2	<ul style="list-style-type: none"> • Community center 	Continue to create and support events that bring the community to the airport. The Aviation Celebration and Wings and Wheels events are a good start.
3	<ul style="list-style-type: none"> • Regional asset • Recreational hub • Local and regional training facility 	With the air ambulance located at RLD this is a regional asset! As a mostly recreational airport it provides facilities for gliders, ultra-light aircraft that would not be able to easily use the PSC tower-controlled facility. As such with the closing of Vista Field it is now the only such facility located in the Tri-Cities. It is regularly used as a training airport by local and regional pilot training schools, Another reason multiple runways and surface types are desired.
4	<ul style="list-style-type: none"> • Community center • Aviation promoting 	KRLD supports the greater community by promoting aviation (FBO with flight training, fly-in events, fly-out events, Young Eagles ride-along event). The Port of Benton, FBO, and local pilots support the pilot community by hosting gatherings (holiday dinner, summer grill, pancake breakfasts).

5	<ul style="list-style-type: none"> • Community center • Aviation promoting • Need for continued support for the community events • Need for meeting space 	<p>The community needs to progress our future aviators and build awareness of the shortage in aviation for pilots, mechanics, avionics etc.... I believe that the Port needs to consider progressing the annual event that allows the community to benefit and learn about general aviation. I work in education. I'm currently working to try to build a program for high school students to understand what a great career choice they could have joining the ranks of aviators or support specialists. We need positive support to continue the next generation and generations beyond. I felt last year there was a huge break-through with the Wings and Wheels event that gave positive light to the community. This was the best attended event to date. I also volunteer for the Young Eagles programs and the Let's Fly Now program with free introductory flights. Education is critical and we have a very healthy community that can expand. I support GA by running a community social media group and have increased the number of members as well as local support for events. It would be nice to have a place at RLD that allows to host such events, meetings etc.</p>
6	<ul style="list-style-type: none"> • Economic development 	<p>Airports are good for economic development in a community. Providing quality aircraft servicing, support, fuel, and repairs attracts additional air traffic which creates more monetary influx to the area. Airports also provide a lot of employment.</p>
7	<ul style="list-style-type: none"> • Community center • Convenient • Medical necessity 	<p>Having a community airport provides a convenience that is difficult to replace. The Tri-Cities Airport located in Pasco WA, does have hanger and runway access adjacent at Bergstrom Aircraft facilities but the convenience is not as good. Richland Airport also provides the air ambulance service for the Kadlec Medical Facilities (the largest in the region).</p>
9	<ul style="list-style-type: none"> • Convenient 	<p>Richland Airport is definitely more convenient than flying into Pasco when you have a business on the west side of town.</p>
10	<ul style="list-style-type: none"> • Recreational hub • Aviation support 	<p>The City benefits by having the airport, since it provides a convenient facility for personal and recreational use as well as support for some business flying.</p>
11	<ul style="list-style-type: none"> • Community center • Regional asset • Convenient 	<p>There are many community benefits to a community airport. And much has been written on the subject. These benefits are amplified when you consider the location of Richland in respect to other economic centers. For me I draw a 500-mile circle and know that I can reach customers within this circle in about 3.5 hours. There and back in a day. A commercial flight is out of the question in most cases, and a care ride is at lease at 2-or-3 day commitment. 10 hours driving each way. This is just one of many examples.</p>
12	<ul style="list-style-type: none"> • Economic development 	<p>Bringing business to the area.</p>
13	<ul style="list-style-type: none"> • Economic development • Recreational hub • Emergency necessity 	<p>The airport could be an economic engine for the community it serves. It is a recreational hub and provides critical infrastructure during emergencies.</p>
14	<ul style="list-style-type: none"> • Economic development • Plan with future area growth demands 	<p>I believe it has a significant economic impact to the community. There is a significant amount of private investment resulting from the airport and as the area grows there will be more and more businesses that need or desire access to the Airport.</p>



Q11. If you own property near the airport, do you have future plans to expand? If you answered yes or no, please explain why or why not. If yes, would the airport affect that expansion?

The responses were inconsistent. Most respondents plan to grow or would grow if the airport expanded and one respondent is not planning to grow.

#	Theme	Comment
1	<ul style="list-style-type: none"> • Yes, would like hangar. • More 60x60 hangars. • Need processes to allow growth. 	There is a large need for hangars at RLD. I would like to see the availability for the 60x60 hangars expanded and to make sure people are utilizing their leased spaces within the required 18 months.
2	<ul style="list-style-type: none"> • No plans to grow. 	I own a t-hanger and am happy with it.
3	<ul style="list-style-type: none"> • Would use airport more, if more services for corporate. 	Shadow Mountain Ind. Properties currently owns 50+ acres in the Horn Rapids Industrial Park that is graded, with infrastructure, and ready for future development. I am confident that the more KRLD improves and adds services like rental cars it will become a very viable alternative to KPSC for corporate aircraft.
4	<ul style="list-style-type: none"> • NA 	The City owns a substantial inventory of nearby property planned for commercial, industrial, and residential uses.
5	<ul style="list-style-type: none"> • Would like to start avionics shop at RLD. 	I operate an aviation-related business in Pasco. So near in the sense that we have a large investment in the Tri-Cities. And I am also interested in investing in an avionics shop based at the Richland airport.
6	<ul style="list-style-type: none"> • Yes, plans to grow. 	The continued success of the airport will help my future expansion.

Q12. For local companies: did the Richland Airport have an influence on your company's decision to operate in Richland?

Overall, respondents like that **the airport is convenient, easy to use and where it is located.**

#	Interpreted Answer	Comment
1	NA	Cory to work with
2	NA	We fly for our business on occasion
4	NA	Not a business owner
5	Yes	Easy to work with

6	Yes	Convenience
7	Yes	Airports yes. I was originally based out of Pasco. I moved to Richland because it was more near my home.
8	Yes	More opportunities
9	Yes	The Port welcomed my proposal to build t-hangars back.

Q13. Would an expanded airport help support your business or other businesses in the area?

Overall, respondents agree that **an expanded airport would enhance and support businesses.**

#	Interpreted Answer	Comment
1	It works now	Keeping the airport operational helps us use during all seasons.
3	Yes	Bigger aircraft = more business
4	Yes	Expanding the airport might bring in larger planes for cargo or charters.
5	NA	Not a business owner
7	Yes	I think yes. But I have little data to support it. Mostly we need to decide if we want to encourage business jets to land and operate out of RLD.
8	Yes	Bringing more clients
9	Not sure	That would depend on what the expansion entails
10	Yes	Definitely helps attract business

Q14. What added features or expansions would enhance the airport and benefit the community?

Individual features and expansion ideas are listed in the Themes column below. The only reoccurring ideas was regarding **lengthening the runway.**

#	Theme	Comment
1	<ul style="list-style-type: none"> • Internet at hangars • Larger pilot lounge 	Access to internet for the hangars would be nice. A larger pilot lounge at the FBO would be welcome.
2	<ul style="list-style-type: none"> • More land in the airport boundary 	Back in 1978(?) the airport was reduced from 3 to 2 runways, runway length set to 4000 feet to prevent jet operations. Land (fixed price options) was sold off north of the runway to prevent further length and jet operations by commissioners that didn't like aircraft over town. 20 years later, this cost the tax payers of Richland an additional \$8M as the city had to buy that land on full price options in order to sell it at the fixed-price options. Since then numerous businesses both aeronautical and non-aeronautical have been built inside the original airport boundary/fence line effectively reducing the airport size and potential capabilities.
3	<ul style="list-style-type: none"> • Restaurant • Park-like areas • Public parking 	Restaurant that draws airplane traffic. Park-like areas with public parking for community to watch airplanes land and take-off.

	<ul style="list-style-type: none"> Public viewing areas 	
4	<ul style="list-style-type: none"> Meeting area/event space Catering 	Meeting area i.e. an area for hosting events, safety meetings, catering etc.
5	<ul style="list-style-type: none"> Runway length Runway width ILS approach 	Runway length/width and ILS Approach
6	<ul style="list-style-type: none"> NA 	Not sure.
7	<ul style="list-style-type: none"> Runway extension Grass strip Avionics shop 	I do think a runway extension would be of added benefit. 5000 feet is required of most business jet operators. I would like to see a grass strip. The grass would encourage more weekend use from the neighboring airports and more on field home built projects. As stated earlier, I would like to see the addition of an avionics shop and I am willing to invest in this effort.

Q15. Please provide any additional comments or suggestions which may be important to you or your company concerning the Richland Airport but have not been addressed above.

Additional comments are broad, see the Themes in the table below. The reoccurring comment is that three respondents like the airport and its services.

#	Theme	Comment
1	<ul style="list-style-type: none"> Pilot shortage – problematic Growing transportation need Focus on long-term needs and planning to address these issues 	See above, there is a current and looming pilot shortage in the world. The issues of cockpit automation (as current Boeing MCAS, and earlier Airbus) show the pilot should still be the final emergency Resource and growing transportation needs only expand this need in the future. Focus on the long-term goals.
2	<ul style="list-style-type: none"> Port support is key Be transparent, informative, clear and consistent Be open to new ideas 	Be transparent, make sure those that use the facility know where to get good information, answers and be consistent. I think this overall will help. Again, we need to be open to new ideas. Thanks
3	<ul style="list-style-type: none"> Like the airport and its services 	I like the airport, and the airport support services that are located there.
4	<ul style="list-style-type: none"> Like the airport, its services and convenience 	I find the Richland Airport conveniently located and has the services I desire.
5	<ul style="list-style-type: none"> Well done to the airport staff and Port 	Kudos to the current airport staff and the Port of Benton. You guys do a great job and it is a pleasure working with you.

<p>6</p>	<ul style="list-style-type: none"> • Consider the City and WSDOTs long-term plans: <ul style="list-style-type: none"> ○ Widenings ○ Additional traffic signals ○ New interchanges ○ Roadway extensions 	<p>The City and WSDOT are planning future improvements to SR-240 that may be impactful to the airport. Between the west City limits and the Stevens / Jadwin intersection there will likely be road widenings and additional traffic signals placed along SR240. From the Stevens / Jadwin intersection on the north to Aaron Drive on the south several freeway interchanges may be constructed in the future. If interchanges are constructed at Van Giesen and Jadwin, WSDOT may revisit the configuration at Airport Way with the goal of eliminating the traffic signal. In addition, the City and regional transportation plan includes an extension of Kingsgate from SR-240 to Van Giesen. It would be wise for the airport to consider all of these possibilities in its long-range plans.</p>
<p>7</p>	<ul style="list-style-type: none"> • Great neighbor culture currently • Work together more on aviation-related businesses at the airport 	<p>I think the culture and "be a good neighbor" attitude at the Richland airport is excellent. John has represented the Port well and is an outstanding citizen, a good airport steward, and respected player. I do think we could work together more in developing aviation-related businesses that would locate and develop at Richland.</p>