

September 28, 1992

Kathy P.

TO: RICK ARAMBURU
FROM: DOUG GRAVES, LEN OBESER
RE: TOLEDO-WINLOCK AREA VISITATION

Doug Graves and Len Obeser visited the Toledo-Winlock, Washington, area on August 17, 1992 to examine a proposed site for an airport. They met with Mr. Gilbert Miller, C.E.O. of the Toledo-Winlock Port who conducted an all day tour of the area for them. He was a very strong proponent of siting a replacement airport in the Toledo-Winlock area.

He cited as advantages:

1. A huge area approximately 12 miles long and four to five miles wide. It would have more than adequate space to be truly international and be able to handle the newer, larger airplanes that are contemplated.
2. A sparsely developed and populated area prompting less cost to make the area compatible under the A.S.N.A. Act. There is also an adequate buffer zone for those people to live in the area as employees of the airport.

3. The site is immediately west of I-5 midway between Seattle and Portland with direct access to the freeway approximately 95 miles from each city.
4. The site is immediately east of the Burlington Northern railroad track which could be used for freight and passenger transit.
5. The site is located on the Navavine Prairie with an elevation variation on the total proposed site of less than 50 feet which would minimize earth movement in construction.

6. Environmentally, the site would not be near large population centers where noise, congestion and pollution would adversely effect hundreds of thousands of people. It could be termed a "green grass" site.
7. This area has been attempting to strengthen its economic base. Mr. Miller indicated the location of an airport in this area has been sought for some time. It would receive favorable acceptance in the area.

Disadvantages were:

1. The distance from major population centers in the Puget Sound Basin and Portland-Vancouver area; Seattle 97 miles, Tacoma 67, Everett 124 and Portland 97 miles. Some form of mass/rapid transit would be needed for the site.

2. The site is only about 10 to 12 miles from Centralia-Chehalis which could prompt opposition because of the adverse environmental effects from an airport.
3. Both Sea Tac and Portland International Airports would probably oppose the construction of an airport at this site because of the competition.

Attached is information provided by Mr. Miller.

1. A portfolio of information describing the site and its advantages.
2. Relief map of the State of Washington to identify the location of the site.
3. An elevation map of the proposed site.

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Mr. Miller indicated that he is seeking support in acquiring a grant from the Federal Government to study the possible siting of a major airport in that area.

In our opinion this site would be an excellent location for a new international airport. It could serve Southwest Washington and Northwest Oregon for both passengers and freight service.

It is not located next to a major urban area and could be constructed at a significant financial savings because of topographical factors. Mitigation costs would not be as great in the less populated area. It is large enough to allow for expansion to meet the needs of the next century and allow for sensible planning.