



PORT OF BENTON 2025 COMPREHENSIVE PLAN

*(Prepared pursuant to RCW 53.20.010 as the Port's
Comprehensive Scheme of Harbor Improvements)
October 2024*





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Introduction

1.1 History of Washington Ports

The creation of public port districts throughout Washington state was authorized by the state legislature with the passage of Revised Code of Washington (RCW) 53 in 1911. Ports are municipal corporations, created for special purposes, but on a broad scale, ports engage in economic development activities with powers specified in the statutes.

Because the state has a wide range of physical characteristics and economic needs, each of the 75 ports in Washington has its own characteristics and reasons for existence. Ports may serve different purposes, and each port differs in the size and scope of its facilities and the focus of its operations. Ports continue to evolve as changing physical, community and economic conditions occur, making the continual update and alignment to their keystone documents a necessary and vital process.



Figure 2. Port of Benton 65th Anniversary Graphic

1.2 Port of Benton



Port of Benton (Port) was created by a vote of the people in 1958 as a special purpose district under the RCW 53. It was created following the transfer of ownership of the City of Richland from the U.S. Army Corps of Engineers (USACE) to the citizens. Previously, Richland was the property of the federal government and housed World War II operations for a secret mission called the Manhattan Project. The 290-acre property that was originally designated as the Port's district was known as Camp Hanford, which was transferred from the USACE to the Port in 1959.

The Port was chartered to "promote industrial development and transportation, including general aviation, in Benton County." The Port's district encompasses two-thirds of Benton County and is bordered on the west by Yakima County and Klickitat County, on the north by the Columbia River, on the east by Port of Kennewick, and on the south by the Columbia River and Yakima River. The Port of Kennewick's district boundaries, created in 1915, encompass the remaining east section of Benton County, including the south quarter of Richland.

Port of Benton owns and operates several commercial and industrial properties within its district boundaries. It also owns and maintains several multimodal transportation operations, including a barge terminal facility, two airports and a short line railroad. This comprehensive plan describes all of the Port's properties and is reviewed and amended at least annually and as needed, pursuant to the requirements of RCW 53.08.090 and RCW 53.25.

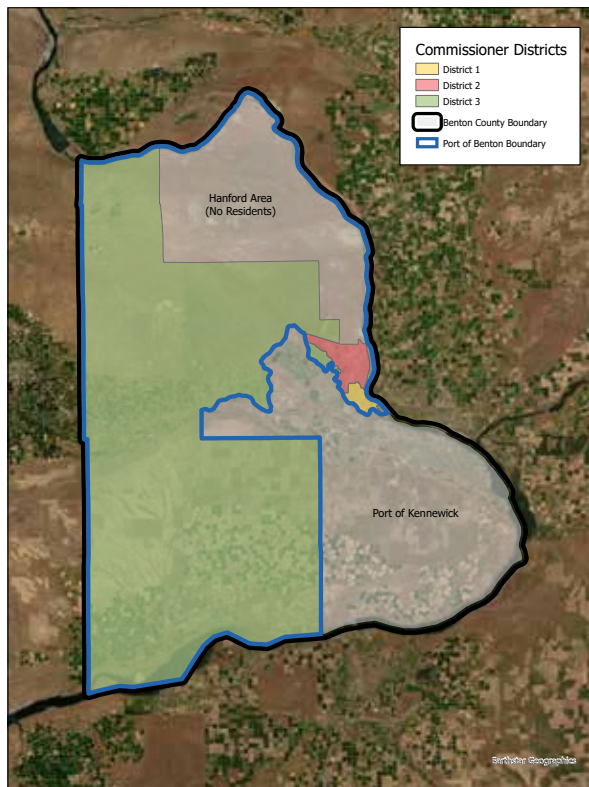


1.3 Jurisdiction and Governance

The Port's boundaries lie within a portion of Benton County as shown in Figure 2. The Port is divided into three districts, each of which is represented by an elected non-partisan Board of Commissioners. The Board of Commissioners serves as the policymaker and final authority in Port decisions, setting policy and direction for the Port's activities.

Port commissioners are publicly elected by voters residing within the Port district, each serving a six-year term that is staggered, resulting in the election of one commissioner every two years. Day-to-day operations of the Port are managed and facilitated by the executive director, who serves at the pleasure of the Board of Commissioners.

Figure 3. Jurisdiction and Commissioner District Boundary Map



As of November 2024, the Port commissioners include Roy Keck, District 1; Scott D. Keller, District 2; and Lori Stevens, District 3. The Port's executive director is Diahann Howard.



Roy D. Keck
COMMISSION SECRETARY

District 1



Scott D. Keller
COMMISSION PRESIDENT

District 2



Lori Stevens
COMMISSION VICE PRESIDENT

District 3



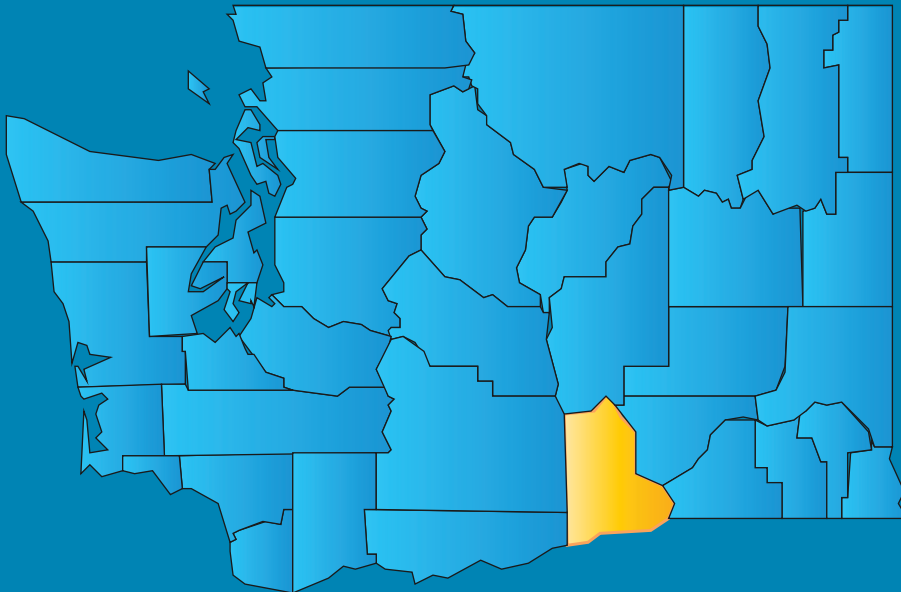
Diahann Howard, PPM®, PPX®
EXECUTIVE DIRECTOR

Mission:
It is the mission of the Port to manage our public assets and make strategic investments to be a catalyst for regional economic growth and prosperity.

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Benton County



2.1 Overview

Benton County, formed in 1905, is in the south-central portion of Washington state, situated on the eastern slope of the Cascade Mountains, with the Columbia River forming its north, south and east boundaries (Figure 2). Federal, state and county governmental agencies retain approximately one-third of the county's 1,760 square miles.

According to the Washington State Office of Financial Management, Benton County's population is 217,850 (2024). The county seat is in the City of Prosser, with an estimated 2022 population of 6,442 people.

The entire Tri-Cities Metropolitan Statistical Area (MSA) has a population nearing 320,000 people (U.S. Census). The MSA includes Kennewick and Richland on Benton County's eastern border and Pasco in Franklin County.

The population has grown consistently from 1% to 3% per year for the last 10 years. This is due primarily to the U.S. Department of Energy's Vitrification Plant at Hanford. Other key elements of the MSA's economy include agriculture, which is primarily in food processing located in Franklin County, retail and wholesale trade, and services and government, located primarily in Benton County.

Since this growth is dramatic in the short-term, it tends to hide a long-term problem that necessitates dramatic efforts to diversify the local economy. While replacing Hanford jobs is the epicenter of Benton County's desire for economic diversification with similar levels of research and technology jobs, there is also an effort to support existing agribusinesses growing within the county, such as wineries.

The City of Prosser is an excellent example of capturing the wine industry's production and tourism within the Vintners Village area, along with the Wine and Food Park, which is home to Tree Top, Alexandria Nicole Cellars, Zirkle Fruit, Four Feathers Vineyards and Mercer Wine Estates. In Richland, partnerships with the City of Richland, Washington State University Tri-Cities, Pacific Northwest National Laboratory, Energy Northwest and the Manhattan Project National Historical Park are key as the community continues efforts to transition away from sole economic reliance on Hanford and its associated operations.

The median household income, as of 2022, for Benton County and Franklin County was \$82,961. There is continued growth in the wine industry, with over 900 wineries in Washington state, and 200 within an hour's drive of Tri-Cities. The housing market continues to remain strong, with a median housing price of \$434,300 within the counties (Tri-Cities Association of Realtors) (Source data: Benton Franklin Trends, TRIDEC).

The Port holds over \$120 million in gross total assets and \$3.6 million in capital improvement projects. Overall, the Port manages 2,758 acres, over 50 buildings, two airports, a short line railroad and a barge terminal facility.

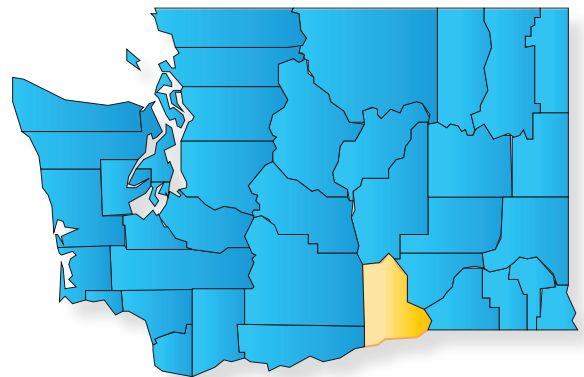


Figure 4. Benton County, Washington

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Comprehensive Plan Requirements

3.1 Purpose

Washington state statute (RCW 53.20) requires port districts to adopt a Comprehensive Scheme of Harbor Improvements (CSHI). The purpose of a CSHI (or comprehensive plan, as it is referred to by the Port) is to inform the public, in an easy to understand format, of the nature and extent of current and anticipated Port improvements and their corresponding capital expense. The comprehensive plan generally conveys a conceptual plan rather than a detailed analysis.

A comprehensive plan must be developed and approved prior to expenditure of Port funds for improvements supporting property development. The required content of a comprehensive plan primarily consists of a generalized discussion and inventory of the Port's existing and planned physical assets and improvements, rather than a policy document or planning study. Comprehensive plans need not include detailed construction plans and other items, such as salaries and the cost of engineering; and surveying and data collection are specifically exempt from having to be included.

RCW 53.20.010 requires port districts to conduct a public hearing prior to adoption of a comprehensive plan. Notice of the public hearing must be published once a week, for two consecutive weeks, in a newspaper of general circulation within the Port district. A resolution adopting the comprehensive plan will generally include references to how the public hearing was advertised, when it occurred, and whether or not there were public comments received and considered. Lastly, a State Environmental Policy Act non-project review process is required for an adopted comprehensive plan to comply with RCW 53.20.

The comprehensive plan is different from the Port's strategic plan, which is a planning and governance document establishing the Port's mission, goals and strategies to guide its efforts over the short- and midterm. The strategic plan is implemented by this comprehensive plan, particularly as it relates to management of Port assets and associated capital improvements, and through an annual action strategy describing specific operational and organizational actions the Port will undertake each year in pursuit of achieving its mission.

A COMPREHENSIVE PLAN MUST INCLUDE THE FOLLOWING:

1. A map of Port-owned lands
2. An inventory and description of existing Port facilities
3. A description of planned improvements
4. A capital improvement plan

3.2 Consistency with Other Plans

This comprehensive plan incorporates and supersedes all past comprehensive plans and related documents. It is the intent of the Port to review and update the comprehensive plan at least annually, ensuring consistency between it and the Port's strategic plan, annual action strategy and capital budget. Specific development plans for individual properties may be adopted by resolution and incorporated by reference if similar and appropriate procedures are followed.

Incorporated plans adopted by this reference include:

- The Prosser Airport Master Plan and Airport Layout Plan
- The Richland Airport Master Plan and Airport Layout Plan
- North Horn Rapids Master Plan
- Rail Master Plan
- Tri-Cities Research District Strategic Plan
- North Richland Communications and Marketing Strategy
- 2020-2030 Strategic Plan

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Port Asset Inventory

4.1 Introduction

The Port uses its real estate assets to attract and/or expand local and inbound business investments. This section provides an inventory of the Port’s property assets including property, buildings and facilities located within its jurisdiction.

4.2 Property Asset Location

The Port manages nearly 2,800 acres of property throughout the district boundaries as generally depicted on Figure 3. Generally, properties and facilities are categorized and considered in terms of the primary focus of each area, including:

- Advanced Manufacturing and Industrial Properties
- Airports and Airport Business Parks
- Barge and Rail Facilities
- Technology, Research and Development Facilities
- Wine, Tourism and Agribusiness Facilities

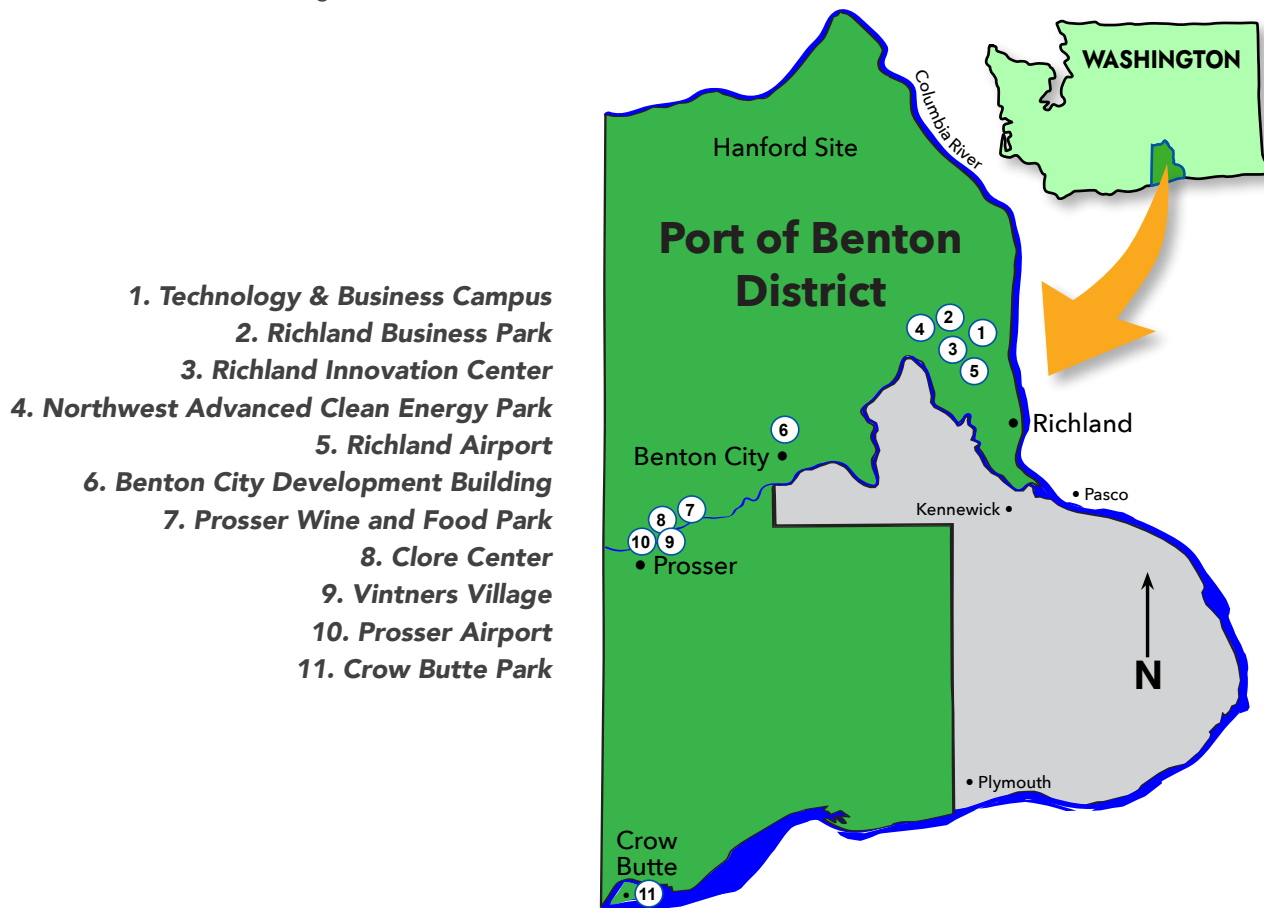


Figure 5. General Location of the Port’s Property Assets

4.3 Advanced Manufacturing and Industrial Properties

4.3.1.1 Richland Business Park

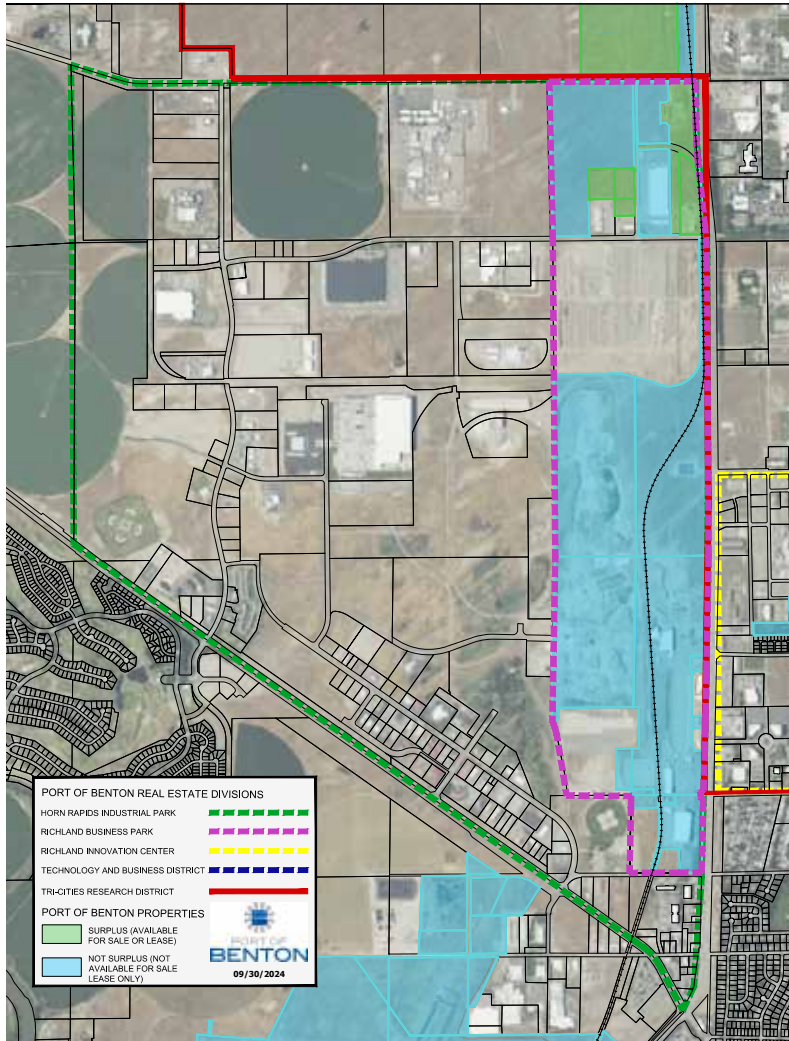


Figure 6. Richland Business Park Parcel Map

The Richland Business Park is the center of heavy industrial operations for north Richland and provides exceptional access for logistics-based industries. Development within the Business Park focuses on advanced manufacturing, multimodal logistics for value-added agriculture, fulfillment centers and packaging operations.

The Business Park is a few miles north of Interstates 182 and 82, with direct access from State Routes 240 and 224. The area is served by BNSF Railway and Union Pacific railroads on Port and City of Richland rail lines. The City of Richland also provides a public dock and access to a unit train rail loop. The Port contracts with a company to maintain and operate the Southern Connection Rail Line using Port-owned rail facilities



The Business Park’s largest neighbors are Packaging Corporation of America, Lamb Weston, Lineage, Weston Mountain Onions, Ferguson Enterprises, Framatome, Kaiser Aluminum and Central Washington Corn Processors.

FEATURES AND OPPORTUNITIES:

- Provides both medium and heavy industrial zoning near the Tri-Cities Research District supporting uses that include processing, assembling and manufacturing of raw materials
- Sites in this area are targeted for 20- to 60-acre development projects
- Easy access for logistics operations with space for large combination truck traffic and rail
- Two Class 1 railroads, a central public dock and unit train rail loop serve the area
- Access to state routes and interstates
- Land lease primary
- 2579 Stevens Drive capital improvements
- Potential part of Northwest Intermodal Facility location and transfer
- Rail projects
- Northwest Intermodal Facility development improvements
- Facilities upgrades

4.3.1.2 Rail and Northwest Intermodal Facility

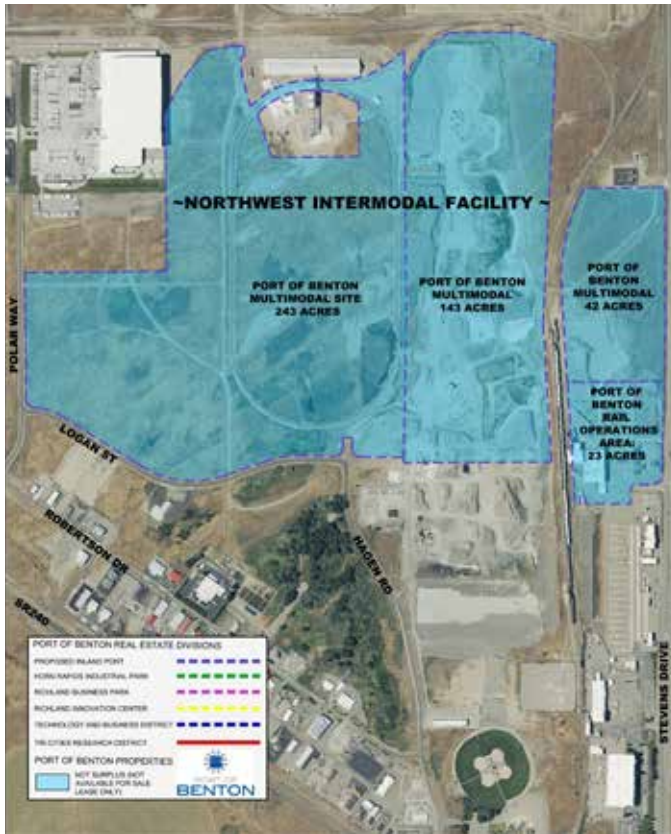


Figure 7. Port of Benton Rail Facility

Port of Benton and City of Richland are partnering to create the Northwest Intermodal Facility on undeveloped industrial land in north Richland to be led by the Port.

Creating a rail intermodal facility in Richland would give eastern Washington companies experiencing growth and demand for their domestic and global products another option to get their goods to market.

A rail intermodal facility would also further increase investment and job creation within the intermodal sector, support the growth of existing industries and progress regional clean energy and advanced manufacturing goals.

The Port’s Southern Connection Rail Line is a 16-mile short line rail network that runs between Center Parkway in Kennewick and Horn Rapids Road in north Richland. The line serves shippers from around the region to efficiently get their products to market. The Port leases the Southern Connection rail network to a short line operator to manage, maintain and operate the facility. On-site rail service is provided by the short line operator and two Class I railroads.

In 1998, the U.S. Department of Energy transferred ownership of the 16-mile Southern Connection rail line and the surrounding land and buildings to the Port. This transfer in ownership was done to avoid closure of the railroad and foster economic development efforts. For more than 25 years, the Port has worked to honor the spirit of this transfer by spurring economic and industrial development in Benton County.

The 2579 Stevens Drive facility is to be permanently used to support rail operations and maintenance. Tenants include Barnhart, Aulick, BioGro and Top Rail.



4.3.1.3 Northwest Advanced Clean Energy Park

The Northwest Advanced Clean Energy Park site in Richland is a master planned employment center for the region, ideal for the collocation of industrial, manufacturing and advanced technology companies. The Tri-Cities area provides low-cost clean energy and access to a highly capable, skilled workforce experienced in all levels of project management, trade and operations. The Port and City of Richland acquired this former U.S. Department of Energy land to support industries requiring large industrial sites.

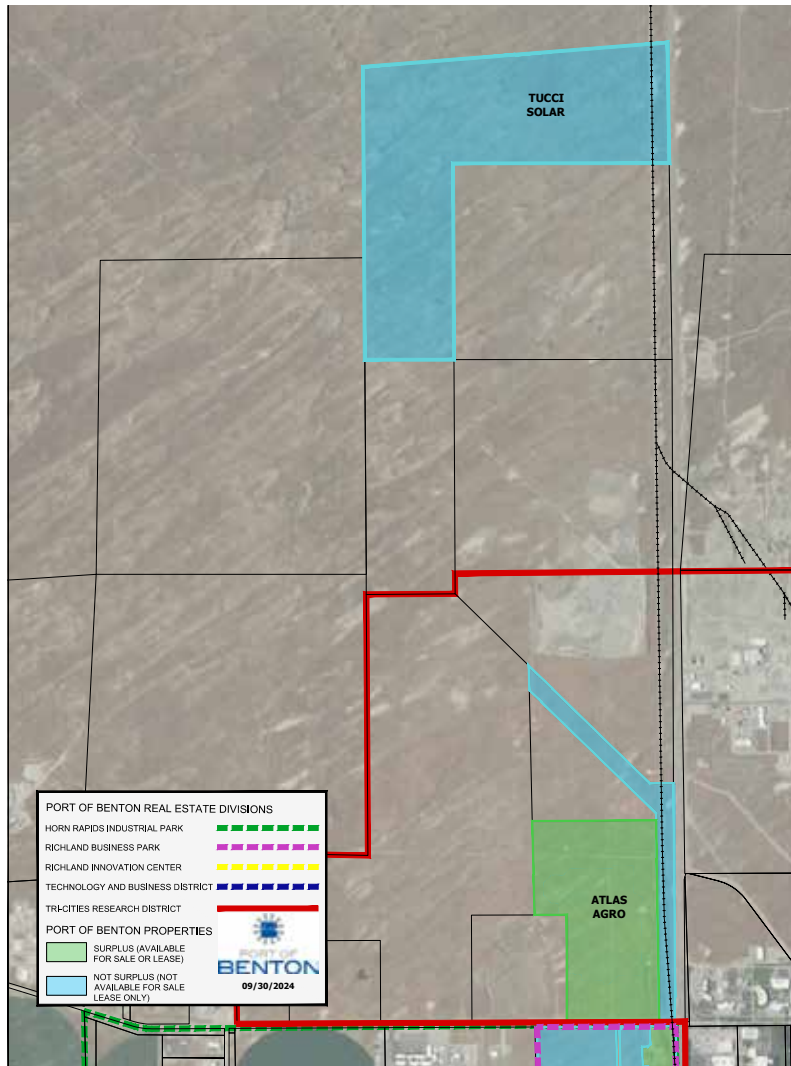


Figure 8. North Horn Rapids Parcel Map



FEATURES AND OPPORTUNITIES:

- Prime development opportunity for clean energy; energy storage; and science, technology, engineering and mathematics advanced manufacturing
- Master planned development for 150- to 500-acre industrial sites
- Public partnership extending public utilities to site wineries
- Convenient access to interstates and state routes
- Solar land lease
- Well removal - sewer development City of Richland - CERB
- 150-acre land sale to Atlas Agro

4.3.2 Barge Complex

4.3.2.1 Barge and High Dock Facility

The Port’s barge slip and high dock are located in Richland, at Columbia River Mile Marker 343. The slip and high dock are leased and controlled by the U.S. Navy, with industrial access allowed upon authorization. The Navy primarily uses the facilities to offload decommissioned nuclear materials for long-term disposal at Hanford. Currently, the Port’s barge slip is not a fully developed terminal facility.



BARGE FACILITY OVERVIEW

- Harbor(s): 1
- Berth(s): 1
- Depth: 15 feet (slip bottom 330 feet mean sea level [MSL]), normal water level 340 feet MSL
- Bulkhead: Elevation 344 feet MSL, width 96 feet, slip size 60 feet wide by 100 feet long
- Cargo Handling Capabilities: Multimodal, unit and manifest capable
- Container Crane(s): The site offers mobile crane services with the operator for offloading. Upland ringer crane service is available on the north end of the site, also coordinated with the operator
- Rail-Served: Multimodal, unit and manifest capable
- Rates: Low dock use fee is \$1,500, plus leasehold excise tax (12.84%), plus wharfage fee dependent upon cargo type (minimum \$12.00 per ton)

FACILITIES

- Vacant land adjacent for industrial staging uses
- Site is in proximity to transload, multimodal and industrial facilities (1 mile, access road 30 feet wide)
- Depth: 15 feet (slip bottom 330 feet mean sea level [MSL]), normal water level 340 feet MSL
- Foreign-trade subzone #203
- Land lease only
- Shore power, lighting and fencing



4.3.3 Airports and Airport Business Parks

4.3.3.1 Richland Airport and Richland Airport Business Park

The Richland Airport serves regional business aviation customers who value quick access to the Tri-Cities, Hanford Site and surrounding communities. This general aviation Airport has two paved runways, a fixed base operator, fuel (Jet-A/100LL) and other amenities with nearby highway and interstate access. The Airport includes 140 hangars and serves approximately 142 based aircraft (including 12 ultralight aircraft) and an average of 124 aircraft operations per day (estimated baseline value). For more details see the Airport Master Plan and Airport Layout Plan (approved November 2021).

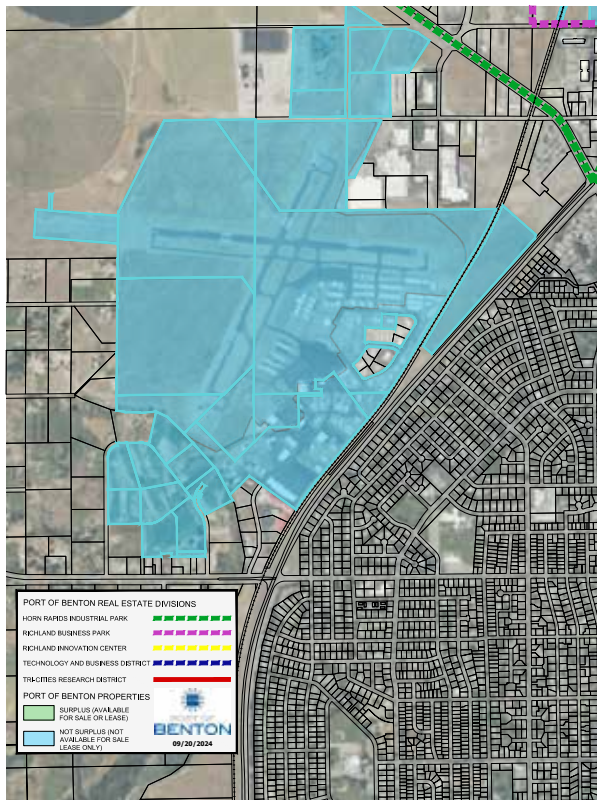


Figure 9. Richland Airport and Richland Airport Business Park

The Airport Business Park surrounds the public Airport and is a master planned transportation and employment center for the region. The 564-acre property is close to Richland’s Central Business District and perfect for industrial, manufacturing and advanced technology companies. The site is also located near major agricultural and technology industries, including the Port’s Tri-Cities Research District, the Pacific Northwest National Laboratory and Hanford. HiLine Engineering & Fabrication, Penser North America and several aviation- and non-aviation-related self-storage businesses are located within the Airport Business Park.



The Port runs the Airport and Airport Business Park to support and encourage the growth of aviation and supporting industries and provide multi-modal transportation and logistics infrastructure.

FEATURES AND OPPORTUNITIES:

- Close to major agricultural and technology industries
- Zoned for commercial and industrial, allowing for multiple uses
- Master-planned to support future growth and demand
- Convenient access to interstates and state routes
- Land lease only
- Land lease for hangars
- Tower Improvements

4.3.3.2 Prosser Airport and Prosser Airport Business Park

The Prosser Airport serves the general aviation community, including regional agriculture and business aviation customers who need air transportation options close to their operations. Prosser Airport has a paved runway, aviation fuel (100LL) and other amenities with nearby interstate access. For more details see the Airport Master Plan and Airport Layout Plan.

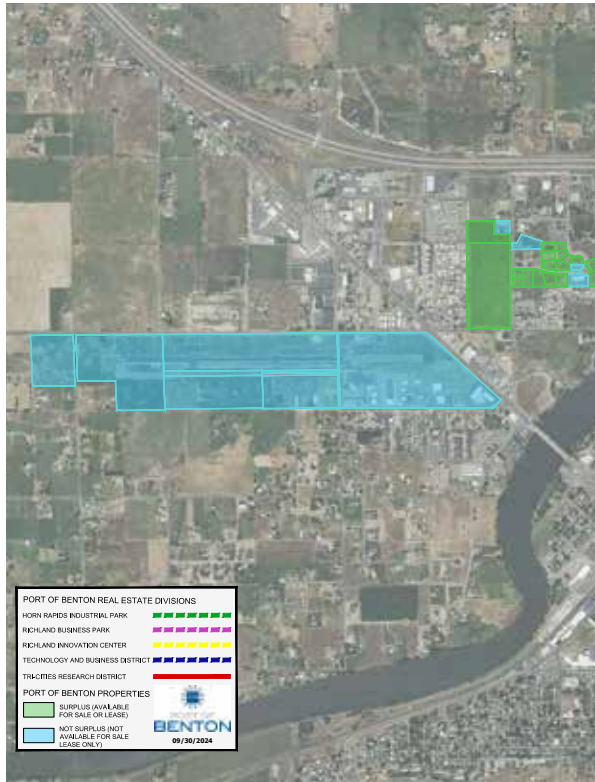


Figure 10. Prosser Airport and Prosser Airport Business Park

The Prosser Airport Business Park is minutes away from Prosser’s city center and serves the southeastern region of Washington State. The 148-acre site is ideal for the collocation of industrial, manufacturing, and agricultural-based companies. The site is home to Chukar Cherry Company and has aviation fuel, skydiving, flight training and aircraft mechanic businesses on site.



The Port owns and operates the Airport and Airport Business Park to provide multi-modal transportation and logistics infrastructure, support industries and promote aviation-related economic development.

FEATURES AND OPPORTUNITIES:

- Located near Washington wine country and major agricultural industries
- Commercial and industrial zoning to support a variety of collocated uses
- Master planned to support hangar and industrial site development
- Close to interstates and state routes
- Land lease only
- Pavement maintenance and lighting replacement project in 2025

4.3.4 Technology, Research and Development Facilities

4.3.4.1 Technology and Business Campus

The Technology and Business Campus in Richland is the operative center of the 2,875-acre Tri-Cities Research District and VERTICAL Innovation Cluster. The Business Campus hosts the primary offices of several government entities and contractors operating Hanford. Hanford draws thousands of visitors each year. The Technology and Business Campus serves as the primary venue for in-town operations and hosts a varied audience of academics and professionals engaged in higher education research, advanced technology prototyping and energy production and storage.

The Technology and Business Campus encompasses high-quality office and development space, a variety of restaurants, apartment housing and event space dedicated to academic and industry conferences. The campus is adjacent to Washington State University Tri-Cities and Pacific Northwest National Laboratory. The APEL facility provides incubator space in the campus.

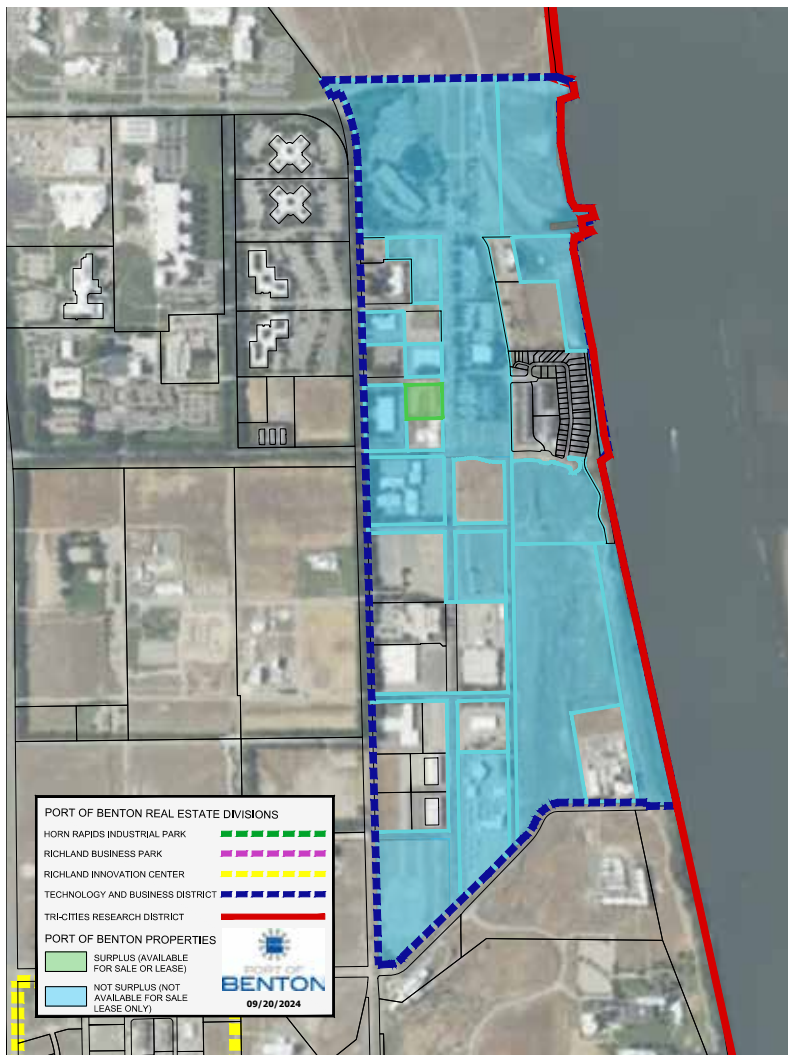


Figure 11. Technology and Business Campus

FEATURES AND OPPORTUNITIES:

- Prime development sites
- Mixed-use industrial innovation sites featuring office and prototyping laboratory and mechanical space
- Access to interstates, state routes, barge and rail facilities
- Prime waterfront acreage available for mixed-use commercial development
- Land lease only
- Waterfront planning and infrastructure
- 3110 Port of Benton Blvd. facility improvements



The new Innovation and Commercialization Center on Port of Benton Blvd. in Richland

4.3.4.2 Tri-Cities Research District

The Tri-Cities Research District is an inland Washington ecosystem of manufacturing and clean energy technologies and is a Washington state designated Innovation Partnership Zone. The Port provides day-to-day management of the Tri-Cities Research District, which supports dozens of companies, research institutions and higher education partners involved in talent acquisition and development, patents, physical asset development and advanced manufacturing.

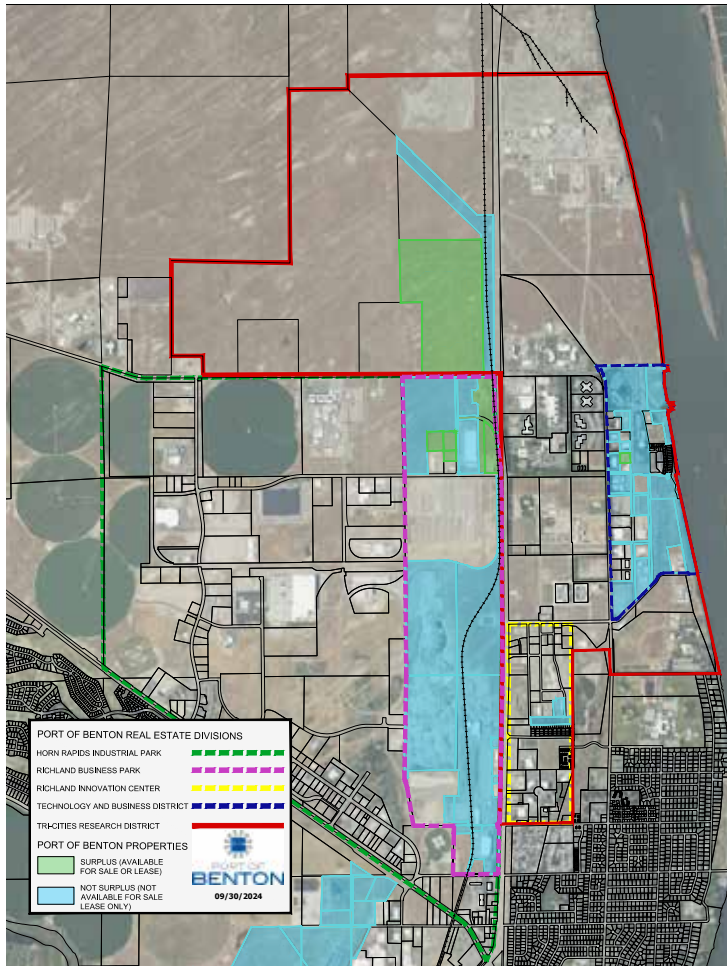


Figure 12. Tri-Cities Research District



In addition to the Port, the Research District convenes numerous partners in communicating the advanced manufacturing and technical capabilities of the Tri-Cities as a whole. Partners in the public and private sphere include:

- Washington State University Tri-Cities
- City of Richland
- Energy Northwest
- Pacific Northwest National Laboratory
- U.S. Department of Energy
- VERTICAL Innovation Cluster
- Clean Energy Supplier Alliance
- Core partners plan to assess the direction of the Research District in the coming year.

4.3.4.3 Richland Innovation Center

The Richland Innovation Center is a former federal property surrounded by the Tri-Cities Research District. The Innovation Center offers medium-industrial zoning that allows higher-intensity uses such as light manufacturing, wholesaling and warehousing to support operations that are located in nearby office parks. This high-demand location is already occupied by several government-related businesses. Tenants boast the convenience of collaboration with, and service to, nearby prime contractors at the U.S. Department of Energy Hanford Site.



The Richland Innovation Center provides organizations located in the Tri-Cities Research District access to land and buildings that can support industrially-related functions in advanced manufacturing. Nearby neighbors include Pacific Northwest National Laboratory, Washington State University Tri-Cities and Innovation Center properties.

FEATURES AND OPPORTUNITIES:

- Centrally-located medium-industrial zoned property supporting a variety of light manufacturing, commercial, office and warehousing uses
- In the heart of the Tri-Cities Research District, enabling collocation of higher-intensity uses with nearby laboratories
- 2650 Salk Avenue facility upgrades

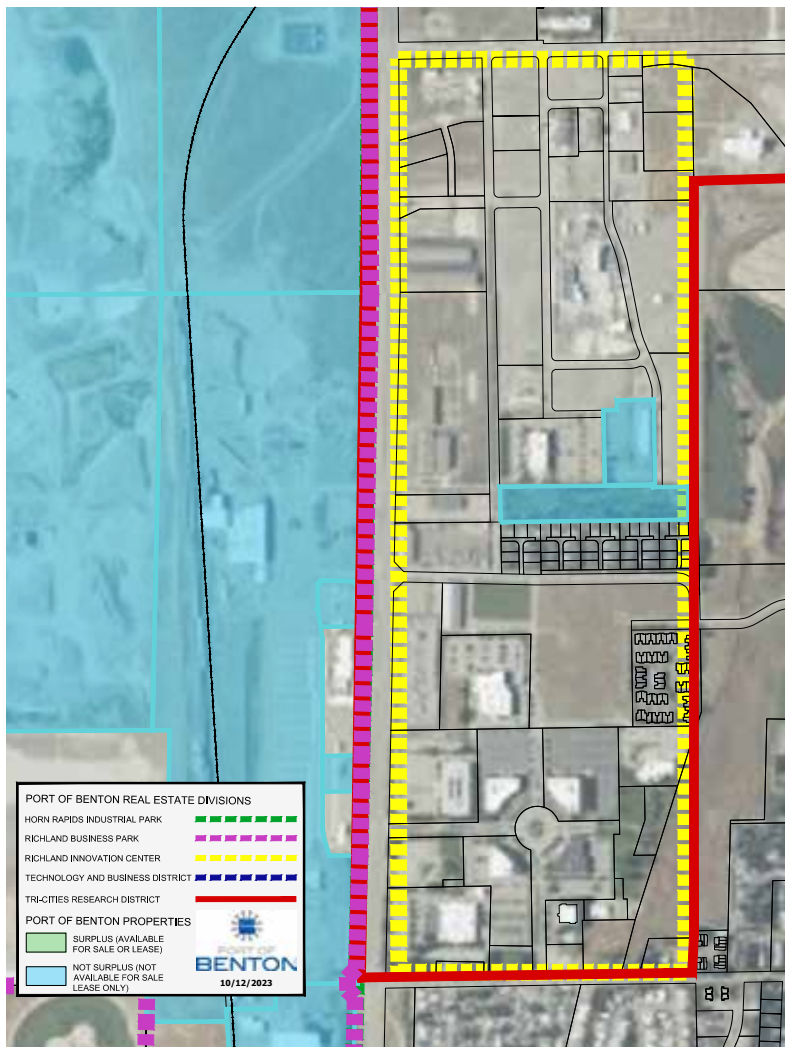


Figure 13. Richland Innovation Center

4.3.4.4 Benton City Downtown Site

Benton City is located at the base of Red Mountain, and its downtown is a short drive from numerous boutique and production wineries. Businesses in downtown Benton City benefit from its convenient location and nearby residential, retail and commercial developments. The Port has invested and rehabilitated a handful of downtown sites for retail and restaurant mixed uses. The Port’s assets in Benton City are currently occupied by a long-term tenant. Recent Port upgrades to that building would make an ideal investment for a stand-alone investor or tenant-occupant. The Port entered into purchase and sale agreements on two Benton City properties in 2021; resulting in their return to private ownership for two well established businesses. Benton City is a 17-minute drive to the Tri-Cities and 20 minutes to Prosser.



FEATURES AND OPPORTUNITIES:

- Central downtown Benton City location
- Focused on retail, office and service-related uses
- Easy access to interstate and state route
- Consider for lease/sale



Figure 14. Downtown Benton City

4.3.5 Agribusiness, Wine and Tourism

4.3.5.1 Clore Center

Located off Interstate 82 at exit 82 in Prosser between the Port's Prosser Wine and Food Park and Vintners Village, the Clore Center is a key Port agribusiness project. The Clore Center brings together industry and consumers to discover the culture, history and industry of Washington wine.



The Port owns the grounds and facilities in Prosser that house the Clore Center and leases the facility to partners, including Washington State University Tri-Cities, and the Washington State Wine Commission, that carry on the historical legacy of the Washington wine industry, host wine industry events and sublet the facility for wine and culinary education. The location is unique because Prosser is home to the largest irrigated agricultural research center in the United States (Washington State University) and is where Dr. Clore, known as the "Father of Washington Wine," began his research.

4.3.5.2 Prosser Wine and Food Park



Figure 15. Prosser Wine and Food Park

FEATURES AND OPPORTUNITIES:

- Industrial zoning and utilities that allow for on-site production
- Existing tenancies are 2,400 square feet or larger
- Adjacent to agricultural and orchard land
- Easy interstate access
- Consider for sale or lease
- Clore A/V improvements
- Irrigation improvements



Prosser Wine and Food Park is a vast agricultural and vintner production site along the Columbia River, with quick access off of Interstate 82. The Prosser Wine and Food Park benefits from nearby high vehicle traffic, providing excellent exposure for businesses located in the park.

This property includes many different uses such as cold storage, food manufacturing and wineries. Tasting rooms and production spaces at the Prosser Wine and Food Park include; Tree Top, Zirkle Fruit Company, Alexandria Nicole Cellars, Four Feathers Vineyards, Kestrel Vintners, Mercer Wine Estate, Lineage Logistics and Narratif Winery of NW Wine Collaborative and Tirridis Sparkling Wine. The Prosser Wine and Food Park extends just to the west of the interstate and is home to the Clore Center, joined by Desert Wind Winery overlooking the Yakima River.

4.3.5.3 Vintners Village

Vintners Village is Prosser’s newest collocated winery and retail business park, with numerous lots available for collaborative development. The Port recently expanded Vintners Village to add shovel-ready parcels for wineries, restaurants, breweries, retail shops and more.

Vintners Village is home to nationally-acclaimed wineries and tasting rooms, as well as a bed and breakfast, retail shops and restaurants. Located in the heart of Washington wine country, Vintners Village has pedestrian and automobile access to several of Prosser’s most notable vintner brands. Lot configurations are further analyzed in the Port’s 2021 Real Estate Analysis.



Vintners Village is anchored by the Winemaker’s Loft, a collection of wineries centrally located on the grounds including Martinez & Martinez, and Coyote Canyon. The village is also home to privately owned renowned wineries such as Smasne Cellars, Airfield Estates Winery, Milbrandt Vineyards, Wit Cellars and Thurston Wolfe. New additions at the Port’s development building include Wautoma Springs Winery, Cork and Taps by Domanico Cellars and the retail venue Sister to Sister on the Ave. Enodav Wine company is planned for 2025.

FEATURES AND OPPORTUNITIES:

- Collocation with premier wineries and vintner retailers
- Superb access for visitors and industry
- Over 12 acres of ready-to-build, flexible-sized lots for sale or lease
- Accessible lot configurations for logistics compatibility
- Water, sewer, fiber and power stubbed
- Neighborhood-partnered marketing and promotion
- Convenient to air and interstate logistics
- Irrigation improvements and infrastructure

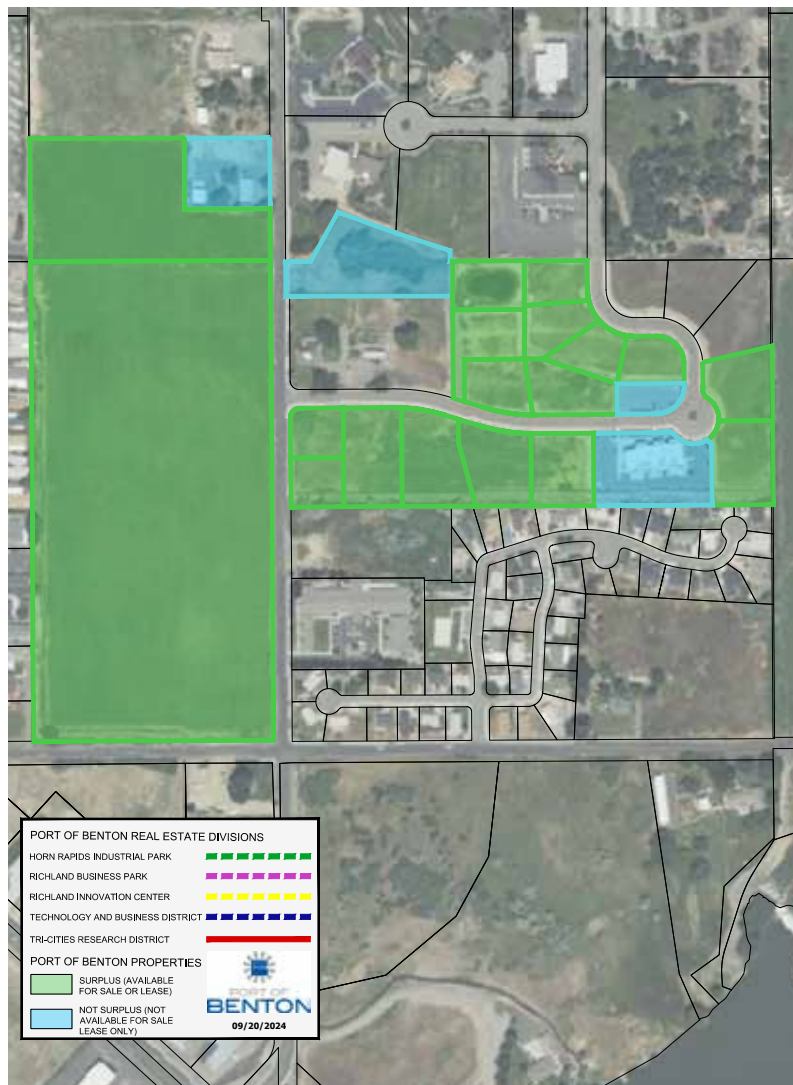


Figure 16. Vintners Village

4.3.5.4 USS Triton Sail Park



The USS Triton Sail Park in north Richland features the 23-foot tall sail and conning tower of the decommissioned USS Triton (SSRN 586) submarine. The Triton was powered by two nuclear reactors and was the first submarine to perform a submerged circumnavigation of the earth. The park is open year-round for self-guided tours of the vessel's exterior, with displays that share the story of this first-generation nuclear-powered U.S. submarine. In 2025, a commemorative wall will be unveiled, which will list each veteran who served aboard the Triton.



4.3.5.5 Crow Butte Park



The 275-acre Crow Butte Park is located on an island in the southwestern portion of Benton County. The island was created by the USACE as part of the McNary Dam project in the late '70s. The park has 50 full-service campsites, a playground with three boat launches, and a sheltered bay for temporary moorage and is accessible via motor or river traffic. Crow Butte Park is primarily a watersports park. Activities include boating, fishing, personal watercraft, camping, swimming, hiking, playground activities and wildlife watching.

- Fueling and infrastructure improvements
- Equipment
- Sewer line

Figure 17. Summary Table of Port Properties

Property Division Name	Port Acreage	Existing Zoning	Future Land Uses
Technology & Business Campus	260 Acres**	Business Research Park, Waterfront	Business Research Park, Waterfront, Natural Open Space
Richland Business Park	760 Acres Transferred	Heavy Manufacturing, Medium Industrial, Parks & Public Facilities	Industrial
Richland Innovation Center	72 Acres Transferred	Medium Industrial	Industrial, Public Facility
Northwest Advanced Clean Energy Park	763 Acres**	Heavy Manufacturing	Industrial
Richland Airport & Business Park	564 Acres**	Medium Industrial, Agricultural	Industrial
Downtown Benton City	<1 Acres	Commercial	Commercial
Clore Center	13 Acres	Agritourism	Agritourism
Prosser Wine & Food Park	74 Acres	Agribusiness, Light Industrial	Industrial, Commercial
Vintners Village	40 Acres	Agritourism	Agritourism
Prosser Airport & Business Park	161 Acres Transferred	Light Industrial	Industrial
Crow Butte Park	275 Acres*	Recreation	Recreation

* Land lease U.S. Army Corp.

** Port acreage does not reflect sales.

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Capital Improvement Plan

5 Capital Improvement Plan

A capital improvement is defined as any project having cost over \$5,000. The Port's goal is to improve its capital improvement plan (CIP) in the immediate future and continue to expand and update the CIP in subsequent years. The Port's 2025 annual CIP is summarized below, and a more detailed, project-specific CIP is included in the Appendix.

Category/Site	2025 POB CAPEX Budget	% of 2025 Total	Prior Year CAPEX Budget for Comparison
Port of Benton Entity-Wide	\$310,000	13%	\$645,000
Northwest Advance Clean Energy Park	\$400,000	17%	\$50,000
Richland Business Park	\$0	0%	\$227,000
Technology & Business Campus	\$245,000	10%	\$710,000
Intermodal Rail Facility	\$0	0%	\$0
Prosser Wine & Food Park	\$0	0%	\$10,000
Railroad Facility & Track	\$891,000	37%	\$1,034,351
Richland Airport	\$20,000	1%	\$358,611
Prosser Airport	\$65,000	3%	\$258,202
Vintners Village	\$0	0%	\$20,000
Clore Center	\$65,000	3%	\$25,000
Benton City	\$50,000	2%	\$0
Crow Butte	\$10,000	0%	\$50,000
Maintenance Equipment	\$335,000	14%	\$230,000
TOTAL	\$2,391,000	100%	\$3,618,164

Figure 18. 2025 Capital Projects Budget by Location

The following three pages provide the details for each capital project planned for 2025.

Location/Project Description	Type of Project (1)	Total Project Cost (2)	2025 Project Cost (3)	Offsetting Grants (4)	Offsetting Loans (5)	2025 Port Budget	
						New/Increased Projects (6)	Prior Budget Carryovers (7)
Port of Benton Entity-Wide							
Port of Benton Blvd Repair	Maintenance	\$150,000	\$150,000			\$150,000	\$0
Parking Lot & Street Striping	Maintenance	\$30,000	\$30,000			\$30,000	\$0
Various HVAC replacements	Maintenance	\$100,000	\$100,000			\$0	\$100,000
Cameras, Security & Lighting	Improvement	\$30,000	\$30,000			\$30,000	\$0
Roofing	Maintenance	\$250,000	\$250,000			\$100,000	\$150,000
Entity-Wide Total		\$560,000	\$560,000	\$0	\$0	\$310,000	\$250,000
Northwest Advanced Clean Energy Park							
Well removal	Economic Development	\$50,000	\$50,000			\$0	\$50,000
Sewer Development	Economic Development	\$400,000	\$400,000			\$400,000	\$0
Northwest Advanced Clean Energy Total		\$450,000	\$450,000	\$0	\$0	\$400,000	\$50,000
Richland Business Park							
2345 Stevens North End Main Entrance Windows	Improvement	\$100,000	\$0			\$0	\$0
Richland Business Park Total		\$100,000	\$0	\$0	\$0	\$0	\$0
Technology & Business Campus							
3100 George Washington Way Refres	Improvement	\$100,000	\$0			\$0	\$0
Pathway & Fountain Improvements	Improvement	\$45,000	\$45,000			\$15,000	\$30,000
3110 Port of Benton Building Sign	Economic Development	\$45,000	\$45,000			\$45,000	\$0
3110 Port of Benton Blvd Landscaping	Economic Development	\$75,000	\$75,000			\$75,000	\$0
3250 Port of Benton - LED Interior Lighting	Improvement	\$100,000	\$0			\$0	\$0
3250 Port of Benton HVAC (East Side)	Maintenance	\$125,000	\$125,000			\$75,000	\$50,000
Triton Commemerative Wall	Economic Development	\$35,000	\$35,000			\$35,000	\$0
White Bluffs Center Phase II	Economic Development	\$5,000,000	\$0			\$0	\$0
Technology & Business Campus Total		\$5,525,000	\$325,000	\$0	\$0	\$245,000	\$80,000
Intermodal Rail Facility							
Preliminary Intermodal Rail Facility Work	Economic Development	\$232,800	\$232,800	\$232,800		\$0	\$0
Initial development of Intermodal Yard	Economic Development	\$6,000,000	\$1,790,000	\$1,790,000		\$0	\$0
Port Electrification	Economic Development	\$3,000,000	\$150,000	\$150,000			
Intermodal Rail Facility		\$9,232,800	\$2,172,800	\$2,172,800	\$0	\$0	\$0

Location/Project Description	Type of Project (1)	Total Project Cost (2)	2025 Project Cost (3)	Offsetting Grants (4)	Offsetting Loans (5)	2025 Port Budget	
						New/Increased Projects (6)	Prior Budget Carryovers (7)
Prosser Wine & Food Park							
Irrigation Filter System	Maintenance	\$10,000	\$10,000			\$0	\$10,000
Prosser Wine & Food Park Total		\$10,000	\$10,000	\$0	\$0	\$0	\$10,000
Railroad Facility & Track							
2579 Stevens Modernization							
Roof A6	Economic Development	\$150,000	\$150,000	\$120,000		\$0	\$30,000
Roof A7	Economic Development	\$200,000	\$200,000	\$160,000		\$0	\$40,000
Roof coating	Economic Development	\$150,000	\$150,000	\$100,000		\$50,000	\$0
Insulation	Economic Development	\$100,000	\$100,000	\$80,000		\$0	\$20,000
W. Loading Dock	Economic Development	\$50,000	\$50,000	\$40,000		\$0	\$10,000
Exterior Metal Clad	Economic Development	\$2,000,000	\$800,000	\$640,000		\$10,000	\$150,000
Electrical services	Economic Development	\$1,500,000	\$600,000	\$480,000		\$120,000	\$0
Water re-route	Economic Development	\$500,000	\$200,000	\$160,000		\$40,000	\$0
Water line under RR Shop	Economic Development	\$200,000	\$80,000	\$64,000		\$16,000	\$0
Restroom area remodel 1	Economic Development	\$500,000	\$200,000	\$160,000		\$40,000	\$0
Restroom area remodel 2	Economic Development	\$500,000	\$200,000	\$160,000		\$40,000	\$0
7,500 Office	Economic Development	\$1,300,000	\$520,000	\$416,000		\$104,000	\$0
Contingency	Economic Development	\$1,750,000	\$280,000	\$224,000		\$56,000	\$0
Water line north	Economic Development	\$500,000	\$200,000	\$160,000		\$40,000	\$0
2579 Stevens Facility HVAC	Economic Development	\$75,000	\$75,000			\$75,000	\$0
2579 Stevens Facility Air Compressor Air Dryer System	Maintenance	\$50,000	\$50,000			\$50,000	\$0
2579 Stevens Lot Improvements (gravel, roads, crack seal)	Economic Development	\$110,000	\$110,000			\$110,000	\$0
Track & Crossings							
Tie Replacement (approx. 3,000 ties to achieve Class 2 condition)	Improvement	\$1,212,500	\$812,500	\$812,500		\$0	\$0
Wye Track rail, ties & ballast (a)	Economic Development	\$2,000,000	\$2,000,000	\$2,000,000		\$0	\$0
Replace 90 lb rail through elevated curves (a)	Improvement	\$1,948,052	\$194,805	\$150,000		\$0	\$44,805
Crosstie replacement and maintenance (Improvement	\$1,948,052	\$194,805	\$150,000		\$0	\$44,805
SR 240 Crossing	Improvement	\$1,300,000	\$520,000	\$348,400		\$0	\$171,600
Columbia Park Trail Bridge Shims	Maintenance	\$50,000	\$50,000			\$50,000	\$0
Airport/Saint/Kingsgate Entrance Crossin	Improvement	\$1,280,000	\$256,000	\$52,480		\$0	\$203,520
Ongoing Crosstie & ballast replacement	Maintenance	\$400,000	\$400,000	\$0		\$0	\$400,000
Jadwin Signal Crossing	Improvement	\$125,000	\$0			\$0	\$0
Tie Replacement (FRAP Grant 2025 - 2026)	Improvement	\$1,500,000	\$200,000	\$110,000		\$90,000	\$0
White Bluffs Southern Connection Rail	Economic Development	\$10,000,000	\$0	\$0		\$0	\$0
Railroad Facility & Track Total		\$31,398,604	\$8,593,110	\$6,587,380	\$0	\$891,000	\$1,114,730
Richland Airport							
Control Tower Floor Improvement	Maintenance	\$10,000	\$10,000			\$0	\$10,000
1845 Terminal Drive Window Rep.	Improvement	\$50,000	\$50,000			\$0	\$50,000
Taxi Lane Project - Design	Improvement	\$200,000	\$0			\$0	\$0
Taxi Lane Project - Construction	Improvement	\$1,000,000	\$0			\$0	\$0
Hanger Utility Extensions	Economic Development	\$50,000	\$50,000			\$0	\$50,000
Wildlife fencing around entire airport	Improvement	\$230,000	\$0	\$0	\$0	\$0	\$0
Main Apron Reconfiguration - Design	Improvement	\$200,000	\$200,000	\$180,000		\$20,000	\$0
Main Apron Reconfiguration - Construction	Improvement	\$1,020,000	\$0			\$0	\$0
Richland Airport Shop Upgrades	Maintenance	\$10,000	\$0			\$0	\$0
Quonset Hut Repairs	Maintenance	\$20,000	\$20,000			\$0	\$20,000
Richland Airport Total		\$2,790,000	\$330,000	\$180,000	\$0	\$20,000	\$130,000

Location/Project Description	Type of Project (1)	Total Project Cost (2)	2025 Project Cost (3)	Offsetting Grants (4)	Offsetting Loans (5)	2025 Port Budget	
						New/Increased Projects (6)	Prior Budget Carryovers (7)
Prosser Airport							
Maintenance Shop Upgrades	Maintenance	\$15,000	\$15,000			\$5,000	\$10,000
Automatic Gate	Improvement	\$48,000	\$0			\$0	\$0
Prosser Pavement Rehabilitation & Electrical Replacement - Construction	Improvement	\$1,614,035	\$1,614,035	\$1,533,333		\$0	\$80,702
Fencing	Improvement	\$60,000	\$60,000			\$60,000	\$0
Gravel for Service Road	Improvement	\$20,000	\$20,000			\$0	\$20,000
Construct Heliport/Helipad with Stormwater 12 Hangar Sites	Economic Development	\$172,222	\$0			\$0	\$0
	Economic Development	\$50,000	\$50,000			\$0	\$50,000
Prosser Airport Total		\$1,979,257	\$1,759,035	\$1,533,333	\$0	\$65,000	\$160,702
Vintners Village							
Irrigation Pumps	Maintenance	\$20,000	\$20,000			\$0	\$20,000
Vintners Village Total		\$20,000	\$20,000	\$0	\$0	\$0	\$20,000
Clore Center							
Irrigation Ponds and Pump	Maintenance		\$0			\$0	\$0
Pavilion door, concrete, stucco	Maintenance	\$65,000	\$65,000			\$65,000	\$0
Clore Center Total		\$65,000	\$65,000	\$0	\$0	\$65,000	\$0
Benton City							
Benton City Parking Lot	Maintenance	\$50,000	\$50,000			\$50,000	\$0
Benton City Total		\$50,000	\$50,000	\$0	\$0	\$50,000	\$0
Crow Butte							
Sewer Lagoon Liner	Maintenance	\$20,000	\$20,000			\$0	\$20,000
Irrigation Pump Bypass/Regulator	Maintenance	\$10,000	\$10,000			\$10,000	\$0
Rewire Irrigation Control Valves	Maintenance	\$20,000	\$20,000			\$0	\$20,000
Sewer Lagoon Replacement	Improvement	\$500,000	\$0			\$0	\$0
Crow Butte Total		\$550,000	\$50,000	\$0	\$0	\$10,000	\$40,000
Maintenance Facilities & Equipment							
Two Service Vehicle (heavy duty,	Equipment	\$130,000	\$130,000			\$80,000	\$50,000
Cab over Isuzu w/dump bed	Equipment	\$35,000	\$35,000			\$35,000	\$0
Port Vehicle	Equipment	\$80,000	\$80,000			\$80,000	\$0
Salk Shop Remodel & Upgrades	Maintenance	\$70,000	\$70,000			\$70,000	\$0
Rotary Mower Deck	Equipment	\$45,000	\$45,000			\$45,000	\$0
Small Garbage Truck	Equipment	\$75,000	\$0			\$0	\$0
Street Sweeper	Equipment	\$100,000	\$0			\$0	\$0
Box Blade Scraper - 8'	Equipment	\$10,000	\$10,000			\$10,000	\$0
Stand on Aerator	Equipment	\$15,000	\$15,000			\$15,000	\$0
Maintenance Equipment Total		\$560,000	\$385,000	\$0	\$0	\$335,000	\$50,000
Grand Total		\$53,890,661	\$14,719,945	\$10,473,513	\$0	\$2,391,000	\$1,855,432

The following three pages are the Port's five-year capital investment forecast. This information will continue to be developed throughout 2025.

Location/Project Description	Estimated Future Year Total Project Cost (\$)					
	2026	2027	2028	2029	2030	5 Year Forecast
Port of Benton Entity-Wide						
Port of Benton Blvd Repair	\$90,000	\$90,000	\$500,000	\$90,000	\$90,000	\$860,000
Parking Lot & Street Striping		\$30,000		\$30,000		\$60,000
Various HVAC replacements	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Cameras, Security & Lighting	\$30,000	\$10,000	\$10,000	\$10,000	\$10,000	\$70,000
Roofing	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Entity-Wide Total	\$520,000	\$530,000	\$910,000	\$530,000	\$500,000	\$2,990,000
Northwest Advanced Clean Energy						
Well removal	\$50,000					\$50,000
Sewer Development						\$0
Northwest Advanced Clean Energy Total	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Richland Business Park						
2345 Stevens North End Main Entrance Windows	\$100,000					\$100,000
						\$0
Richland Business Park Total	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Technology & Business Campus						
3100 George Washington Way Refresh	\$100,000					\$100,000
Pathway & Fountain Improvements						\$0
3110 Port of Benton Building Sign	\$250,000	\$250,000	\$25,000			\$525,000
3110 Port of Benton Blvd Landscaping						\$0
3250 Port of Benton - LED Interior Lighting		\$100,000				\$100,000
3250 Port of Benton HVAC (East Side)						\$0
Triton Commemorative Wall						\$0
White Bluffs Center Phase II	\$1,000,000	\$4,000,000				\$5,000,000
Technology & Business Campus Total	\$1,350,000	\$4,350,000	\$25,000	\$0	\$0	\$5,725,000
Intermodal Rail Facility						
Preliminary Intermodal Rail Facility Work						
Initial development of Intermodal Yard	\$4,210,000					\$4,210,000
Port Electrification	\$2,850,000					\$2,850,000
Intermodal Rail Facility	\$7,060,000	\$0	\$0	\$0	\$0	\$7,060,000

Location/Project Description	Estimated Future Year Total Project Cost (8)					
	2026	2027	2028	2029	2030	5 Year Forecast
Railroad Facility & Track						
2579 Stevens Modernization						\$0
Roof A6	\$0					\$0
Roof A7	\$0					\$0
Roof coating	\$0					\$0
Insulation	\$0					\$0
W. Loading Dock	\$0					\$0
Exterior Metal Clad	\$600,000	\$600,000				\$1,200,000
Electrical services	\$450,000	\$450,000				\$900,000
Water re-route	\$150,000	\$150,000				\$300,000
Water line under RR Shop	\$60,000	\$60,000				\$120,000
Restroom area remodel 1	\$150,000	\$150,000				\$300,000
Restroom area remodel 2	\$150,000	\$150,000				\$300,000
7,500 Office	\$390,000	\$390,000				\$780,000
Contingency	\$735,000	\$735,000				\$1,470,000
Water line north		\$300,000				\$300,000
2579 Stevens Facility HVAC						\$0
2579 Stevens Facility Air Compressor Air Dryer System						\$0
2579 Stevens Lot Improvements (gravel, roads, crack seal)						\$0
						\$0
Track & Crossings						
Tie Replacement (approx. 3,000 ties to achieve Class 2 condition)						\$0
Wye Track rail, ties & ballast (a)	\$0	\$0				\$0
Replace 90 lb rail through elevated curves (a)	\$876,623	\$876,623				\$1,753,247
Crosstie replacement and maintenance (SR 240 Crossing	\$876,623	\$876,623				\$1,753,247
Columbia Park Trail Bridge Shims						\$0
Airport/Saint/Kingsgate Entrance Crossing						\$0
Ongoing Crosstie & ballast replacement	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
Jadwin Signal Crossing	\$125,000					\$125,000
Tie Replacement (FRAP Grant 2025 - 2026)	\$1,300,000					\$1,300,000
White Bluffs Southern Connection Rail	\$2,500,000	\$5,000,000	\$2,500,000			\$10,000,000
Railroad Facility & Track Total	\$8,763,247	\$10,138,247	\$2,900,000	\$400,000	\$400,000	\$22,601,494
Richland Airport						
Control Tower Floor Improvement						
1845 Terminal Drive Window Rep.						
Taxi Lane Project - Design	\$200,000					\$200,000
Taxi Lane Project - Construction	\$1,000,000					\$1,000,000
Hanger Utility Extensions						\$0
Wildlife fencing around entire airport				\$230,000		\$230,000
Main Apron Reconfiguration - Design	\$200,000					\$200,000
Main Apron Reconfiguration - Construction		\$1,020,000				\$1,020,000
Richland Airport Shop Upgrades	\$10,000					\$10,000
Quonset Hut Repairs						\$0
Richland Airport Total	\$1,410,000	\$1,020,000	\$0	\$230,000	\$0	\$2,660,000

Location/Project Description	Estimated Future Year Total Project Cost (8)					
	2026	2027	2028	2029	2030	5 Year Forecast
Prosser Airport						
Maintenance Shop Upgrades						\$0
Automatic Gate	\$48,000					\$48,000
Prosser Pavement Rehabilitation & Electrical Replacement - Construction	\$1,614,035					\$1,614,035
Fencing						\$0
Gravel for Service Road						\$0
Construct Heliport/Helipad with Stormwater 12 Hangar Sites				\$172,222		\$172,222
						\$0
Prosser Airport Total	\$1,662,035	\$0	\$0	\$172,222	\$0	\$1,834,257
Clore Center						
Irrigation Ponds and Pump Pavilion door, concrete, stucco	\$60,000					
Clore Center Total	\$60,000	\$0	\$0	\$0	\$0	\$0
Benton City						
Benton City Parking Lot						
Benton City Total	\$0	\$0	\$0	\$0	\$0	\$0
Crow Butte						
Sewer Lagoon Liner						\$0
Irrigation Pump Bypass/Regulator	\$10,000					\$10,000
Rewire Irrigation Control Valves						\$0
Sewer Lagoon Replacement	\$500,000					\$500,000
Crow Butte Total	\$510,000	\$0	\$0	\$0	\$0	\$510,000
Maintenance Facilities & Equipme						
Two Service Vehicle (heavy duty, Cab over Isuzu w/dump bed	\$90,000	\$93,000	\$96,000	\$99,000	\$102,000	\$480,000
Port Vehicle						\$0
Salk Shop Remodel & Upgrades						\$0
Rotary Mower Deck						\$0
Small Garbage Truck	\$75,000					\$75,000
Street Sweeper	\$100,000					\$100,000
Box Blade Scraper - 8'						\$0
Stand on Aerator						\$0
Maintenance Equipment Total	\$265,000	\$93,000	\$96,000	\$99,000	\$102,000	\$655,000
Grand Total	\$25,085,281	\$13,646,247	\$3,931,000	\$1,431,222	\$1,002,000	\$45,035,750



Port of Benton
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