



2026 PORT OF BENTON BUDGET

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On behalf of the Port of Benton (Port), I am pleased to present the 2026 proposed budget. This plan reflects our shared vision and priorities, and our continued commitment to fiscal responsibility, operational excellence, and regional economic development.

Over the past year, we've made significant progress, including:

- Upgrading our rail infrastructure
- Completing strategic real estate transactions that position the Port for long-term success.
- Began updating the Port's five-year strategic plan and began a comprehensive planning process for the Port's waterfront property.
- Secured grant funding for the Ports airports and rail and rail facilities.

The 2026 budget is the result of a thorough and collaborative process, involving detailed analysis, prioritization, and planning. It reflects our dedication to transparency and accountability.

This budget document encompasses four primary elements:

- **Executive Summary:** An overview of the budget, highlighting its main objectives and key financial measures.
- **Budget Highlights:** A discussion of major initiatives, projects and strategic priorities that the budget supports, emphasizing their alignment with our long-term vision.
- **Revenue Projections:** A detailed analysis of anticipated revenue streams, including harbor fees, leases, grants and any other income sources.
- **Expense Breakdown:** An itemized breakdown of planned expenditures, categorizing them into operational, maintenance, capital investment and debt service components.

I'm confident this budget provides a clear and comprehensive roadmap for the coming year. I look forward to engaging in meaningful discussions to ensure it supports our collective goals for the future of the Port of Benton.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeff Lubeck', written over a light blue circular stamp.

Jeff Lubeck, CPA
Director of Finance

Executive Summary

Key financial highlights of the 2026 budget include the following:

- The 2026 budget is a balanced budget, with the Port expected to generate a Net Surplus of \$186,000.
- Operating revenues are decreasing 2%, going from \$7.7 million to \$7.5 million.
- The Ports Property Tax levy rate will be decreasing again.
 - Since 2021, the property tax rate has decreased by 15%.
- Operating expenses are increasing 4.6%, going from \$9.7 million to \$10.2 million.
 - The primary drivers of this increase are general inflationary pressures as well as reclassification of certain types of infrastructure repairs from the Capital Budget to the Operating Expense budget.
- The Port continues to expect a large amount of capital projects, with capital activity in 2026 expected to be approximately \$18.3M. Grants are budgeted to fund \$11.5 million, or 63% of these projects, with the remainder funded by Property Tax revenues, a low-interest loan from the Washington State Department of Commerce, and carryover budget from prior year project budget approvals.

Important priorities within the 2026 budget are as follows:

- **Financial Responsibility:** The Port has taken the following steps to ensure it is presenting a fiscally responsible budget:
 - Developing a balanced budget through reasonable adjustment to lease revenues consistent with local market conditions, coupled with managed spending to enable continued investment in the rail system and rail building infrastructure.
 - Monitoring closely and reporting of expenses, exploring cost-saving opportunities, and ensuring that revenue sources are diversified and sustainable.
 - Pursuing significant grant awards for both Prosser and Richland airports and for accelerated rail repairs and improvements.

- **Strategic Investment:** The budget includes a strategic allocation of resources to support critical infrastructure projects, provide maintenance and improvements that will enhance the Port's efficiency and effectiveness and complete important long-term planning projects. Highlights of the 2026 strategic investments include:
 - Rail system and related rail facilities and properties to return the rail to a state of good repair after many years of neglect.
 - Runway and taxi-lane improvements for both the Prosser Airport and Richland Airport are budgeted, and the corresponding grants have been awarded.
 - Electrification at the Port's barge facilities to improve commercial shipping operations and support tour boats.

- **Community Engagement:** Initiatives to engage our local community, foster partnerships and promote sustainable practices aligned with our mission are planned to ensure the Port remains a responsible and valued member of our region. In 2026, the Port will:
 - Review and update the Port's long-term strategic plan. The strategic plan was last updated in 2019/2020. Work began in 2025 by engaging community partners and the update to the strategic plan will be completed in 2026.
 - Engage key stakeholders and the community in planning the development of the Port's waterfront property.
 - Establish plans and partnerships to develop an Intermodal Rail Facility to provide multi-modal transportation services for the entire region.
 - Conduct land planning with community partners for future development.
 - Quiet zone application for several train crossings to reduce sound associated with train horns.

- **Operational Excellence:** The Port will continue its focus on operational efficiency, productivity and safety, ensuring that our workforce remains at the forefront of industry best practices. This year, we will continue to:
 - Capitalize on investments made in prior years for tools and technologies to enable data-driven decision-making. For example, business systems are now in place that allow the budget to be developed and managed at the lowest cost accumulation level possible.
 - Increased utilization of the recently implemented Work Order system. This is already collecting data and information that will enable greater insight into building and facility management drivers and costs.
 - Additional modules of the Yardi lease management system are being implemented to give tenants the ability to enter and track work orders and have electronic access to lease documents.
 - Internal process analysis and continuous process improvements.
 - Continue to refine and implement the Port-wide technology roadmap to plan and guide future investments to achieve greater efficiencies and data-driven decision-making.

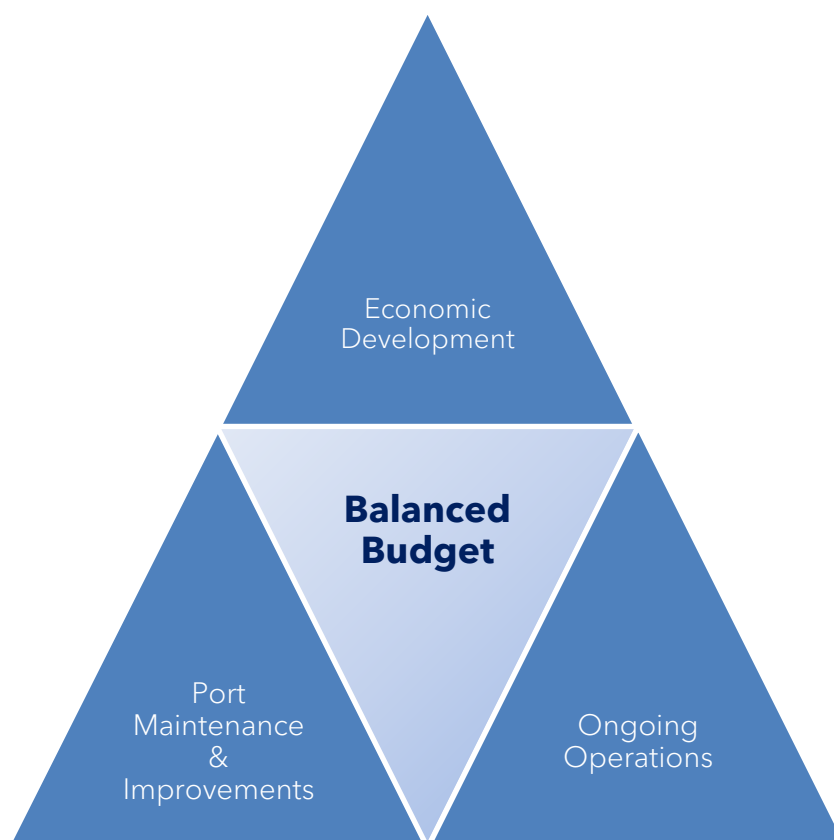
Budget Objectives

The Port does not develop a budget as a stand-alone document. Rather, the budget is a significant part of the Port's integrated management approach. The purpose of the budget is to develop a reasonable and responsible financial plan that supports the Port's Strategic Plan, Annual Work Plan and Comprehensive Plan, together in a way that decisions can be prioritized and executed in an efficient and fiscally viable manner.

First and foremost, the Port's primary mission is economic development. The budget must support and enable those projects and initiatives that have been identified in the Port's other plans.

Secondly, the Port has substantial land and facility assets. The Port will continue to identify and prioritize significant improvements to these assets to further enable and support economic development. These assets must be maintained to ensure the Port's portfolio of assets remains in an overall state of good repair.

Finally, the Port must be able to support ongoing operations, initiatives and day-to-day management and oversight. The following chart illustrates the Port's approach to budget development.



The goal of the annual budget is to develop a financial plan that supports these priorities and objectives. The result of the financial planning and budgeting process is the development of a budget and budget document that is clear, understandable, provides proper context, and is transparent.

Budget and Financial Reporting Format

As a Municipal organization, the Port is an agency of the State of Washington. The Port is also audited annually by the State Auditor's Office.

As such, the Port must track and report its financials in accordance with Governmental Accounting Standards Board (GASB) regulations and requirements as well as State of Washington requirements.

One of these requirements is that the Port's financial activities are separated into Operating and Non-Operating activities. This budget document is organized consistent with these requirements. The following chart illustrates the differences between Operating and Non-Operating inflows and outflows:

Operating	Non-Operating
Support normal, ongoing operations. Day-to-day functioning of business. Related to the main lines of business of the Port.	One-time or unusual transactions. Not related to core business operations. Often related to single, large projects.
Revenues/Inflows - Lease revenues - Park charges - Railcar charges (new in 2025)	Revenues/Inflows - Grants - Loans/bonds - Tax receipts - Insurance recoveries - Sales of land/property
Expense/Outflow - Salaries, wages and benefits - Office supplies - Repairs and maintenance - Ongoing projects and initiatives - General planning and marketing	Expense/Outflow - Capital asset purchases - Major renovations and repairs - Loan/bond repayments - Interest payments

2026 Budget Overview

The following table is a simplified, high-level version summarizing the key elements of the 2026 budget. These elements of the budget will be expanded and discussed throughout the remainder of this document.

		Non-	2026	2025	
	Operating	Operating	Budget	Budget	Change
			Totals	Totals	
Revenues/Inflows					
Lease Revenue	6,384,000		6,384,000	6,745,000	(361,000)
Crow Butte	250,000		250,000	250,000	0
Rail	881,250		881,250	675,000	206,250
Property Taxes		3,308,609	3,308,609	3,357,055	(48,446)
Operating Grants		0	0	50,000	(50,000)
Capital Grants		11,490,892	11,490,892	10,473,513	1,017,379
Loan and Interest Received		612,452	612,452	573,145	39,307
Sale of Port Assets		0	0	400,000	(400,000)
Use of Restricted Bond Proceeds		864,383	864,383	864,730	(348)
Loan Received (CERB)		1,896,000	1,896,000	0	1,896,000
All Else	0	500,000	500,000	225,000	275,000
Total Revenues/Inflow	7,515,250	18,672,336	26,187,586	23,613,443	2,574,143
Operating Expenses	7,098,994		7,098,994	6,819,554	279,441
Administration/Marketing Expen	3,089,863		3,089,863	2,921,918	167,945
Capital Acquisition		15,017,735	15,017,735	12,864,513	2,153,222
Loan and Interest Paid		715,248	715,248	747,221	(31,973)
Increase in Operating Reserves		80,000	80,000	120,000	(40,000)
Total Expenses/Outflows	10,188,857	15,812,983	26,001,840	23,473,206	2,528,634
Net Surplus/(Deficit)	(2,673,607)	2,859,353	185,746	140,237	45,509

Important budget takeaways:

- The 2026 budget is a balanced budget, generating a Net Surplus of \$186,000.
- Lease revenues are slightly lower compared to the 2025 budget, primarily due to the end of payments received from gravel mining operations.
- The Port's property tax levy rate is decreasing.
- Grant revenues and capital projects are expected to remain at high levels, although there is uncertainty regarding the timing and amount of the expected grant awards.
- Rail continues to require substantial investments to return the track and facilities to a state of good repair.
- Airport and Crow Butte Park operations continue to operate with a deficit and are required to be subsidized by other Port activities.

Following is the Port's detailed proposed budget for 2026, along with a comparison to 2025. Separate budget breakdowns are also provided for the three operating units, which are Airports, Rail and Crow Butte.

Consolidated Proposed 2026 Budget

	2026 BUDGET	% OF 2026 TOTAL	2025 BUDGET	% OF 2025 TOTAL
ESTIMATED BEGINNING CASH	5,000,000		4,000,000	
LESS: RESERVE	2,120,000		2,000,000	
UNRESERVED BEGINNING CASH	2,880,000		2,000,000	
OPERATING REVENUES				
Lease Revenue				
Richland Business Park	2,556,500	34%	3,147,000	41%
Rail Facilities	690,000	9%	735,500	10%
Intermodal Rail Facility	66,500	1%	50,000	1%
Northwest Advanced Clean Energy Park	34,500	0%	34,500	0%
Technology & Business Campus	1,750,000	23%	1,579,000	21%
Richland Airport	624,500	8%	568,000	7%
Prosser Airport	341,500	5%	340,000	4%
Prosser Wine & Food Park	169,000	2%	161,000	2%
Vintner's Village	92,500	1%	90,000	1%
Walter Clore Center	59,000	1%	31,000	0%
Benton City	-	0%	9,000	0%
Total Lease Revenue	6,384,000	85%	6,745,000	88%
Track Usage Revenue	881,250	12%	675,000	9%
Crow Butte Park Revenue	250,000	3%	250,000	3%
TOTAL OPERATING REVENUES	7,515,250	100%	7,670,000	100%
OPERATING EXPENDITURES				
Operations Expenses	2,295,222	23%	2,206,971	23%
Facilities & Maintenance	1,684,937	17%	1,608,199	17%
Railroad Facility and Railroad Expenses	1,775,277	17%	1,813,608	19%
Airports Operating Expense	875,355	9%	709,493	7%
Crow Butte Operating Expenses	468,203	5%	480,284	5%
General & Administrative	3,088,863	30%	2,921,918	30%
Promotional Hosting Expenditures*	1,000	0%	1,000	0%
TOTAL OPERATING EXPENDITURES	10,188,857		9,741,472	
NET OPERATIONS	(2,673,607)		(2,071,472)	
NON-OPERATING INFLOWS				
Property Tax Revenue	3,308,609	18%	3,167,055	20%
Operating Grant	-		50,000	
Grant Revenue	11,490,892	62%	10,473,513	66%
Sale of Fixed Assets	-		400,000	
Other Tax Revenue	200,000	1%	190,000	1%
Collections on Notes Receivable	289,190	2%	273,061	2%
Interest Income	323,262	2%	300,084	2%
Debt Issuance (Portion of CERB Loan-2579 Stevens)	1,896,000	10%	-	0%
Prior Year Budget Carryover	300,000		225,000	
Project Bond Fund (Restricted use)	864,383		864,730	
TOTAL NON-OPERATING INFLOWS	18,672,336		15,943,443	
NON-OPERATING OUTFLOWS				
Debt Service Payments	495,973	3%	520,973	4%
Interest Expense	219,275	1%	226,248	2%
Capital Projects - Grant Funded including Port Matcl	11,490,892	73%	10,473,513	76%
Capital Projects - Port Funded	3,471,843	22%	2,056,000	15%
Equipment Purchases	55,000	0%	335,000	2%
Reserve Policy Adjustment	80,000	1%	120,000	1%
TOTAL NON-OPERATING OUTFLOWS	15,812,983		13,731,734	
NET NON-OPERATING	2,859,353		2,211,709	
Net Surplus/Deficit	185,746		140,237	
ESTIMATED ENDING CASH	5,185,746		4,140,237	
LESS: RESERVE	2,200,000		2,120,000	
UNRESERVED ENDING CASH	2,985,746		2,020,237	

* - As required by Washington RCW's, this cost is separately budgeted

Proposed 2026 Operating & Capital Budget - Airports

	General Airports	RICHLAND AIRPORT	PROSSER AIRPORT	2026 BUDGET	% OF 2025 TOTAL		General Airports	RICHLAND AIRPORT	PROSSER AIRPORT	2025 BUDGET	% OF 2025 TOTAL	\$ YoY	% YoY
OPERATING REVENUES													
Lease Revenue													
Prosser Airport			341,500	341,500	35%			340,000	340,000	37%		1,500	0%
Richland Airport		624,500		624,500	65%		568,000		568,000	63%		56,500	10%
Total Lease Revenue	-	624,500	341,500	966,000	100%		-	568,000	340,000	908,000	100%	58,000	6%
TOTAL OPERATING REVENUES	-	624,500	341,500	966,000			-	568,000	340,000	908,000		58,000	6%
OPERATING EXPENDITURES													
Airport Operating Expenses	50,332	327,941	238,041	616,314	70%		59,515	260,510	163,218	483,243	68%	133,071	28%
Airport POB Salaries & Benefits	79,188	104,478	75,375	259,041	30%		71,549	94,067	60,634	226,250	32%	32,791	14%
TOTAL OPERATING EXPENDITURES	129,519	432,419	313,417	875,355			131,064	354,577	223,852	709,493		165,862	23%
NET OPERATIONS	(129,519)	192,081	28,083	90,645			(131,064)	213,423	116,148	198,507		(107,862)	-54%
NON-OPERATING INFLOWS													
Grant Revenue	-	2,050,425	3,000,000	5,050,425	100%		-	180,000	1,533,333	1,713,333	100%	3,337,092	195%
Debt Issuance	-	-	-	-	0%		-	-	-	-	0%	-	
TOTAL NON-OPERATING INFLOWS	-	2,050,425	3,000,000	5,050,425			-	180,000	1,533,333	1,713,333		3,337,092	195%
NON-OPERATING OUTFLOWS													
Debt Service Payments	-	-	-	-	0%		-	-	-	-	0%	-	
Interest Expense	-	-	-	-	0%		-	-	-	-	0%	-	
Capital Projects - Grant Funded	-	2,050,425	3,000,000	5,050,425	94%		-	180,000	1,533,333	1,713,333	82%	3,337,092	195%
Capital Projects - Port Funded	-	144,010	163,000	307,010	6%		-	150,000	225,702	375,702	18%	(68,692)	-18%
TOTAL NON-OPERATING OUTFLOWS	-	2,194,435	3,163,000	5,357,435			-	330,000	1,759,035	2,089,035		3,268,400	156%
NET NON-OPERATING	-	(144,010)	(163,000)	(307,010)			-	(150,000)	(225,702)	(375,702)		68,692	-18%
NET ACTIVITY	(129,519)	48,071	(134,917)	(216,365)			(131,064)	63,423	(109,554)	(177,195)		(39,170)	22%

Proposed 2026 Operating & Capital Budget – Rail

	2026	% OF 2026 TOTAL	2025	% OF 2025 TOTAL	\$ YoY	% YoY
OPERATING REVENUES						
Revenue						
Rail Facilities	690,000	44%	735,500	52%	(45,500)	-6%
Track Usage Revenue	881,250	56%	675,000	48%	206,250	31%
Total Revenue	1,571,250		1,410,500		160,750	11%
TOTAL OPERATING REVENUES	1,571,250		1,410,500		160,750	11%
OPERATING EXPENDITURES						
Railroad Facility & Track Expenses	1,775,277		1,813,608		(38,330)	-2%
TOTAL OPERATING EXPENDITURES	1,775,277		1,813,608		(38,330)	-2%
NET OPERATIONS	(204,027)		(403,108)		199,080	-49%
NON-OPERATING INFLOWS						
Insurance Recoveries	-		-		-	
Debt Issuance (Portion of CERB Loan-257)	1,896,000				1,896,000	
Grant Revenue	4,371,667		6,587,380		(2,215,713)	-34%
TOTAL NON-OPERATING INFLOWS	6,267,667		6,587,380		(319,713)	-5%
NON-OPERATING OUTFLOWS						
Debt Service Payments	50,973	-3%	50,973	-4%	-	0%
Interest Expense	-	0%	-	0%	-	
Capital Projects - Grant Funded	4,371,667	58%	6,587,380	87%	(2,215,713)	-34%
Capital Projects - Loan Funded	1,896,000				1,896,000	
Capital Projects - Port Funded	1,261,333	17%	891,000	12%	370,333	42%
TOTAL NON-OPERATING OUTFLOWS	7,579,973		7,529,353		50,620	1%
NET NON-OPERATING	(1,312,306)		(941,973)		(370,333)	-39%
NET ACTIVITY	(1,516,333)		(1,345,081)		(171,252)	-13%

Proposed 2026 Operating & Capital Budget – Crow Butte

	2026 BUDGET	% OF 2026 TOTAL	2025 BUDGET	% OF 2025 TOTAL	\$ YoY	% YoY
OPERATING REVENUES						
Revenue						
Use Fee Revenue	250,000	100%	250,000	100%	-	0%
Total Revenue	250,000		250,000		-	0%
TOTAL OPERATING REVENUES	250,000		250,000		-	0%
OPERATING EXPENDITURES						
Crow Butte Operating Expenses	219,179	47%	327,240	68%	(108,061)	-33%
Crow Butte POB Salaries & Benefits	249,024	53%	153,043	32%	95,981	63%
TOTAL OPERATING EXPENDITURES	468,203		480,284		(12,080)	-3%
NET OPERATIONS	(218,203)		(230,284)		12,080	-5%
NON-OPERATING INFLOWS						
Grant Revenue	-		-		-	
TOTAL NON-OPERATING INFLOWS	-		-		-	
NON-OPERATING OUTFLOWS						
Debt Service Payments	-	0%	-	0%	-	
Interest Expense	-	0%	-	0%	-	
Capital Projects - Grant Funded	-	0%	-	0%	-	
Capital Projects - Port Funded	110,000	100%	50,000	100%	60,000	120%
TOTAL NON-OPERATING OUTFLOWS	110,000		50,000		60,000	120%
NET NON-OPERATING	(110,000)		(50,000)		(60,000)	120%
NET ACTIVITY***	(328,203)		(280,284)		(47,920)	17%

Revenues/Inflows

The Port generates revenues/inflows through two primary sources – Operating and Non-Operating. The following table provides a detailed breakdown of the proposed budget for 2026 revenues and inflows.

	2026 Budget	2025 Budget	Change
Operating Revenues			
Lease Revenues	6,384,000	6,745,000	(361,000)
Crow Butte Park	250,000	250,000	0
Rail Car Charge	881,250	675,000	206,250
Total Operating Revenues	7,515,250	7,670,000	(154,750)
Non-Operating Revenues			
Property & Other Taxes	3,508,609	3,167,055	341,554
Grants	11,490,892	10,523,513	967,379
Loan Repayments to the Port	289,190	273,061	16,130
Interest Received	323,262	300,084	23,178
Loans Issued to the Port	1,896,000	0	1,896,000
Sale of Assets	0	400,000	(400,000)
Other	1,164,383	1,279,730	(115,348)
Subtotal Non-Operating Inflow:	18,672,336	15,943,443	2,728,893
Total Revenues/Inflows	26,187,586	23,613,443	2,574,143

The following is a brief description of each key revenue source for the Port.

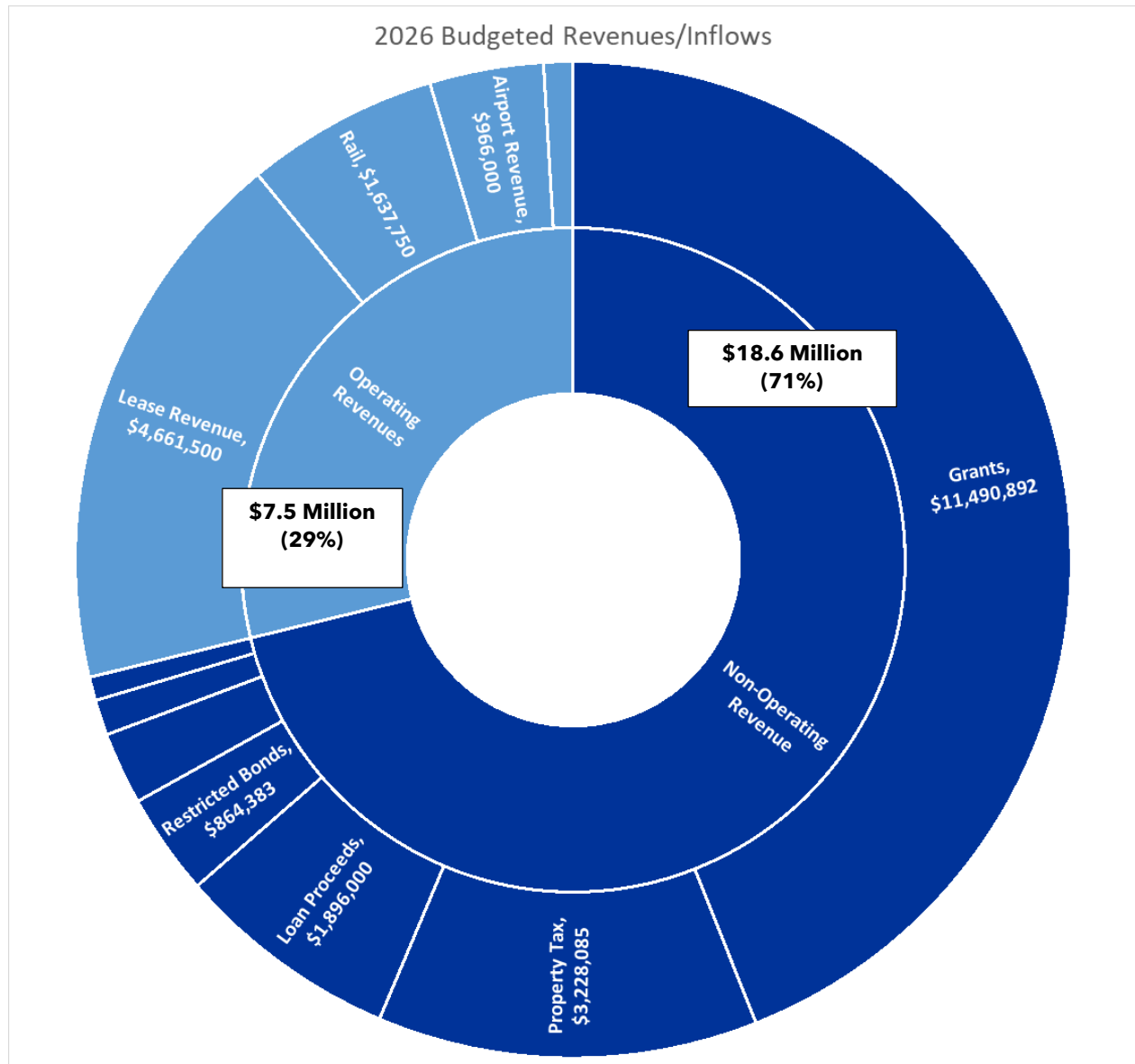
Operating/Earned Revenues. Typically, earned revenues are those generated from the Port's various lines of business, much like business operating units of a corporation. The Port's current main lines of business are:

- **Lease Revenues.** The Port leases land and facilities to other entities, including governmental entities, nonprofits and commercial organizations.
- **Crow Butte.** The Port manages Crow Butte Park and earns revenue from camping and park use fees.
- **Rail Charges.** A new rail car charge was implemented in 2025. This charge is paid by the Class 1 rail operators based on the number of cars on Port tracks and is used to pay for ongoing maintenance of the Ports rail tracks.

Non-Operating Revenues/Inflows. Non-Operating Revenues/Inflows include those sources of cash that are not directly attributable to the Port's normal lines of business. The most common sources of these Non-Operating Revenues for the Port are:

- **Property Tax.** Port Districts in Washington have the ability to levy property taxes for property within the Port District. The maximum tax rate is \$0.45 per \$1,000 of assessed property value, which would equal a tax of \$225 on a \$500,000 home. Traditionally, the Port's tax rate is substantially lower, with the 2026 rate being budgeted at \$0.2985, which would equal a tax of \$149 on a property valued at \$500,000.
- **Payment in Lieu of Tax.** Payments in Lieu of Taxes (PILT) are Federal payments to local governments like the Port to help offset property tax losses due to nontaxable Federal lands within the Port's boundaries.
- **Grants.** The Port receives grants primarily from Federal and State agencies to invest in infrastructure or other similar assets intended to benefit the Port District over a long period. The Port can also receive grants for operating expenses not associated with an infrastructure asset. These are often smaller awards for a specific operating purpose.
- **Loan Payments Received.** Periodically, the Port determines that it is in the Port's best interest to sell land and/or buildings to other established organizations to enable them to maximize their operations and support local economic development. Sometimes, these sales are full cash and other times, the Port sells property under a real estate contract where the Port will receive principal and interest payments over time. These payments are considered Non-Operating Inflows when received, not at the time of sale.
- **Sales of Assets.** Like the above, when the Port sells an asset for cash, this is considered a Non-Operating Revenue.
- **Debt Issued to the Port.** For certain large projects or capital acquisitions, the Port may obtain a loan or may issue bonds. This typically results in a large cash inflow in the year of issuances, along with large cash outflows for the project or acquisition. This source of funds will be repaid through principal and interest payments over time. The structure of these debt agreements can vary greatly.
- **Interest Earned.** Interest earned on investments and loans made by the Port is considered Non-Operating Revenues.
- **Other.** Other is a general miscellaneous category that includes smaller receipts and are Non-Operating in nature.

The following chart is a visual presentation of revenue/inflows by source and type. Operating Revenues tend to be more stable from year to year while the Non-Operating amounts can vary significantly each year based on grant activity and sales of Port assets.



Note - Sections with no descriptions or low/no dollar figures showing are immaterial.

Lease Revenues

The Port leases both land and facilities with lease terms ranging from month-to-month arrangements to leases for property of up to 30 - 50 years.

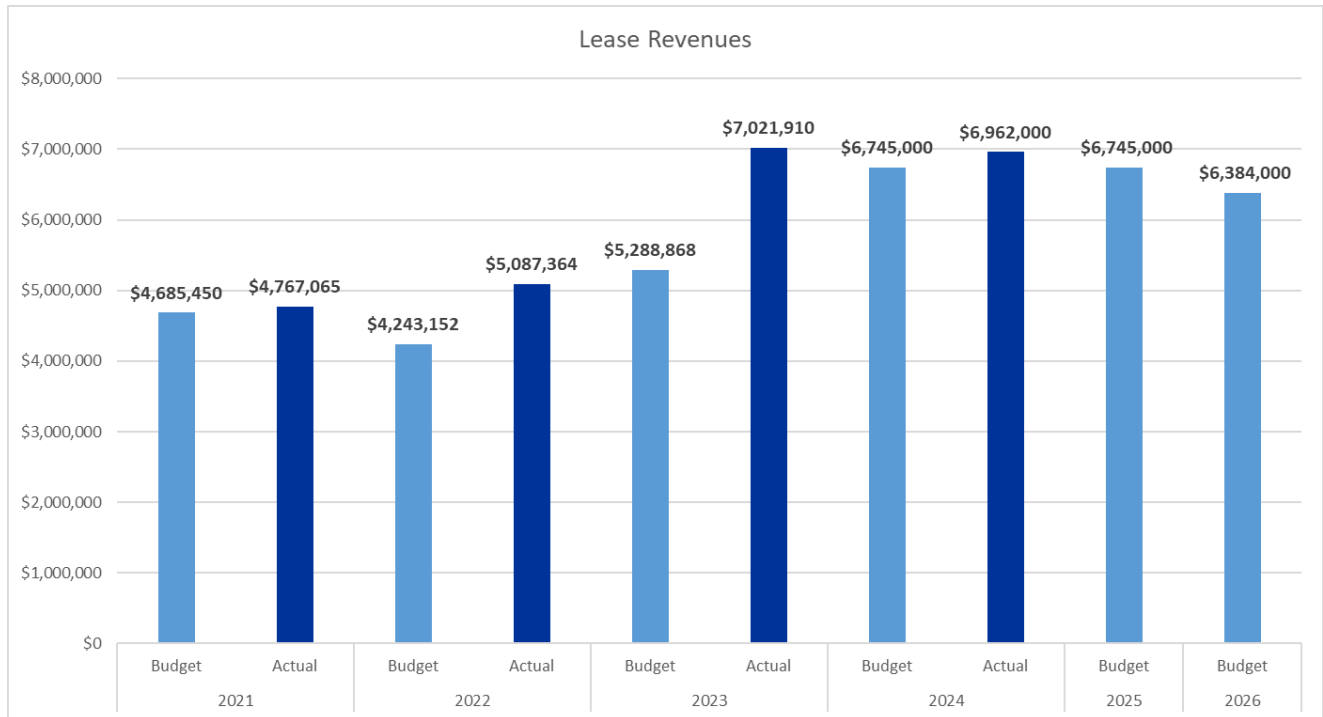
When the Port sets lease rates for its various properties, it endeavors to find the balance between supporting economic development and growth while generating sufficient returns consistent with the market rates to support ongoing operations and enable future growth and development.

To establish lease rates, the Port has been obtaining independent third-party rate assessments and conducting market reviews to ensure leases are entered into at fair and reasonable rates for all parties. This has resulted in increased lease rates and revenues over the past several years.

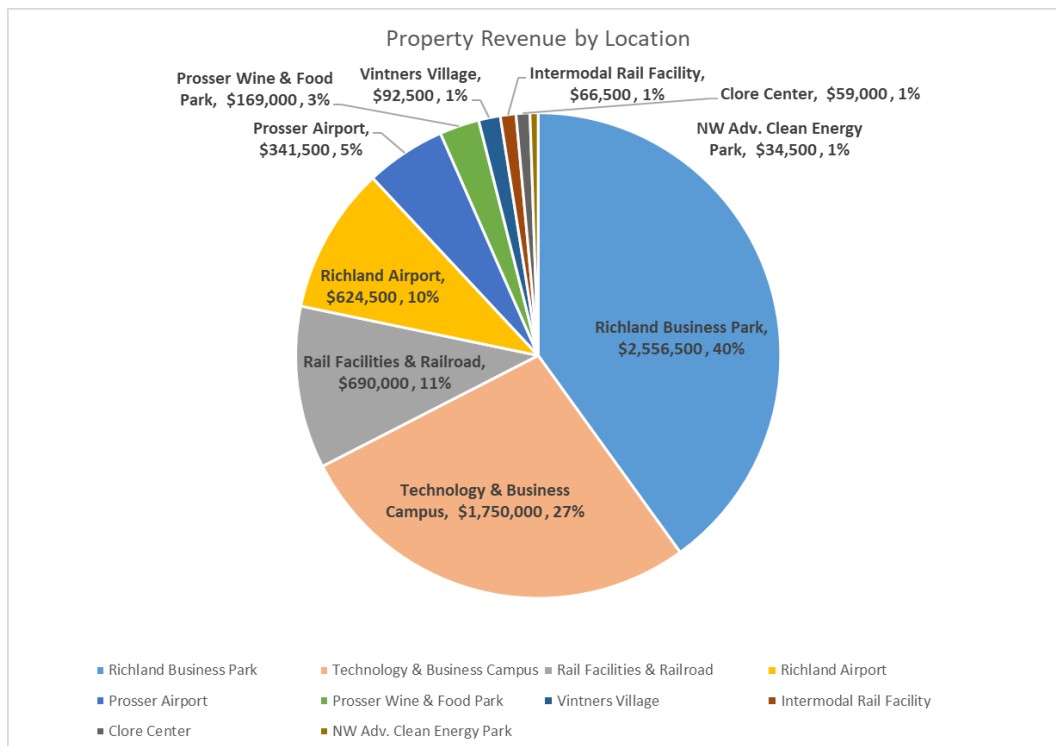
While the Port strives to be as accurate as possible when developing estimated lease revenues, it should be understood that the budgeted lease revenues are estimates. In many cases, a lease agreement may specify a rate increase based on a CPI factor, which is not known at this time. Additionally, management expects that there will be tenant turnover, so estimates are made regarding the timing of the replacement tenants as well as lease rates.

Although the following pages lists tenant names and budgeted lease amounts, it should not be assumed that these amounts are the exact amounts contained in each lease agreement.

The following chart illustrates the lease revenue trends since 2021. Also impacting lease revenue trends are purchases of land and buildings as well as dispositions of land and buildings. For example, the Port sold the Technology Enterprise Center facilities in 2023 and completed a land exchange with the City of Richland in 2025 that resulted in lease revenues associated with the Richland Innovation Center to the City.



The chart below illustrates the 2026 budgeted lease revenues by property area.



The following chart illustrates the changes in lease revenues from the 2025 budget to the 2026 budget. Lease revenues are expected to decrease \$361,000, or 5% from 2025 to 2026. This decrease is primarily due to the end of payments for rock mining operations and the sale of two properties. These transactions resulted in a 9% decrease in revenues, which were offset by increased lease rates throughout the properties.



RBP – Richland Business Park
NWCEP – NW Advanced Clean Energy Park
RAP – Richland Airport
PWFP – Prosser Wine & Food Park
CC – Clore Center

IRF – Intermodal Rail Facility
TBC – Technology & Business Campus
PAP – Prosser Airport
VV – Vintners Village
BC – Benton City

Each of these property areas will be discussed in greater detail in the following pages.

It is important to note that the lease revenue information on the following pages represents the Ports conservative estimates during the development of this budget and represents the basis of estimate for budgeted lease revenues.

Please note that the amounts shown for 2025 may differ from actual lease revenues due to the timing of negotiations, changes in leased spaces, lease terms, and other variables. Additionally, many of the figures projected for 2026 are estimates, as renewal terms are not yet finalized and may be influenced by factors such as changes in the Consumer Price Index (CPI) or Fair Market Value (FMV). The Port strives to provide conservative and reasonable estimates for budgeting purposes under these circumstances.

Richland Business Park

The Richland Business Park (RBC) is located along Stevens Drive. The park is home to nearly 20 businesses in a variety of industries. The Port owns several buildings with land development opportunities. The park is zoned light and heavy industrial with easy access to interstate, barge and airport transportation.

Richland Business Park			2025 Budget	Change from PY	
Tenant	Lease Type	2026 Budget		\$ YoY	% YoY
American Tower (Verizon)	Land	\$22,000	\$18,500	\$3,500	19%
Ben Franklin Transit	Land	\$2,000	\$2,000	\$0	0%
HSI	Facility	\$6,000	\$0	\$6,000	-100%
American Rock	Land	\$254,000	\$245,000	\$9,000	4%
American Rock - Aggregate	Land	\$0	\$550,000	(\$550,000)	-100%
Hill, Cannon (Cast)	Land	\$16,500	\$14,500	\$2,000	14%
HMIS	Facility	\$1,635,000	\$1,809,500	(\$174,500)	-10%
HMIS M404	Facility	\$141,500	\$135,000	\$6,500	5%
Kaiser Aluminum	Facility	\$105,500	\$90,500	\$15,000	17%
ProTrain [Bismark Five Co LLC]	Facility	\$19,000	\$16,000	\$3,000	19%
R.H. Smith Fuel Station (Conoco)	Land	\$20,000	\$14,000	\$6,000	43%
SMI Group XVIII, LLC	Land	\$96,500	\$96,500	\$0	0%
U.S. COC (U.S. Cellular Tower)	Land	\$14,500	\$12,500	\$2,000	16%
Avalanche	Facility	\$183,000	\$120,000	\$63,000	53%
Vertical Bridge Holdings (VBS1 Assets)	Land	\$16,000	\$6,000	\$10,000	167%
Other		\$25,000	\$17,000	\$8,000	47%
Richland Business Park Total		\$2,556,500	\$ 3,147,000	\$ (590,500)	-19%

2026 is budgeted to be \$590,500, or 19% lower than 2025. This is primarily due to the end of mining operations and royalty payments from American Rock's rock mining operations which represented \$550,000 in budgeted revenues in 2025.

Technology & Business Campus

The Technology & Business Campus (TBC) encompasses nearly 30 companies and agencies from diverse industries. The campus is in north Richland within the Tri-Cities Research District – a state-designated Innovation Partnership Zone. The Port manages the campus, a zoned business research park and waterfront.

Technology & Business Campus			2025 Budget	Change from PY	
Tenant		2026 Budget		\$ YoY	% YoY
Battelle Memorial Institute	Facility	\$260,000	\$260,000	\$0	0%
City of Richland Water Easement	Land	\$1,000	\$1,000	\$0	0%
City of Richland (Irrigation) - should be TBC	Land	\$10,000	\$1,000	\$9,000	900%
Conf. Tribes of the Umatilla Indian Reservatio	Facility	\$8,500	\$8,500	\$0	0%
Kambash Ilc Irrigation	Land	\$500	\$500	\$0	0%
Edgewater Technical Assoc., LLC (3250 Suite I	Facility	\$22,500	\$18,500	\$4,000	22%
Efficiency Solutions	Facility	\$5,500	\$4,500	\$1,000	22%
Lampson International, LLC (Laydown Yard)	Land	\$6,000	\$4,500	\$1,500	33%
Lampson International, LLC (Low dock)	Tonnage	\$40,000	\$40,000	\$0	0%
3100 GW Way Vacant	Facility	\$16,000	\$16,000	\$0	0%
IFMA LLC./Ivey	Land	\$0	\$35,000	(\$35,000)	-100%
Our Dreams Continued, LLC	Land	\$38,500	\$39,500	(\$1,000)	-3%
3110 Port of Benton Blvd	Facility	\$360,000	\$245,500	\$114,500	47%
Richland Corporate Partners	Land	\$142,500	\$106,500	\$36,000	34%
Richland Corporate Partners (Irrigation)		\$2,000	\$0	\$2,000	100%
SMI Group V, L.L.C.	Land	\$9,000	\$9,000	\$0	0%
SMI Group V, LLC, - Irrigation	Land	\$500	\$500	\$0	0%
Stapp, Darby (NW Anthropology)	Facility	\$10,500	\$10,000	\$500	5%
U. S. House of Representatives	Facility	\$19,000	\$18,000	\$1,000	6%
Westinghouse Electric Company	Facility/Land	\$378,000	\$367,500	\$10,500	3%
Willow Pointe HOA Irrigation	Land	\$1,000	\$500	\$500	100%
WSU - Hanford History (White Bluffs Bldg)	Facility	\$169,500	\$153,500	\$16,000	10%
WSU Gear Up One Vision Partnership - 3100 Su	Facility	\$49,000	\$46,000	\$3,000	7%
WSU Gear Up Harvest of Hope - 3100 Suite 10	Facility	\$43,500	\$42,500	\$1,000	2%
Tri-City Testing	Facility	\$16,000	\$15,000	\$1,000	7%
Food Truck Pad	Land	\$500	\$1,000	(\$500)	-50%
Orano, Inc.	Facility	\$119,000	\$114,000	\$5,000	4%
XL SciTech	Facility	\$21,500	\$20,500	\$1,000	5%
Technology & Business Campus Total		\$1,750,000	\$ 1,579,000	\$ 171,000	11%

The TBC is expected to increase by \$171,000, or 11%.

Northwest Advanced Clean Energy Park

The Northwest Advanced Clean Energy Park (NWACEP) site in Richland is a master planned employment center for the region, ideal for collocating 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 property from the U.S. Department of Energy and have master planned the sites for large industrial users.

Northwest Advanced Clean Energy Park			Change from PY	
Tenant	2026 Budget	2025 Budget	\$ YoY	% YoY
Tucci Energy Services Inc	\$34,500	\$34,500	\$0	0%
Northwest Advanced Clean Energy Park Totals		\$ 34,500	\$ -	0%

Tucci Energy Services is in the process of getting approvals and permits for their solar operations. Once fully permitted and approved, the lease agreement with Tucci calls for an increase in lease rates. This increase is not included in the Port's 2026 budget.

In 2023, the Port reached an agreement to sell Atlas Agro approximately 150 acres in the Park. This purchase & sale agreement is contingent upon Atlas Agro successfully completing a variety of due diligence and feasibility assessments. Atlas Agro continues to work through these assessments. Should their project proceed, the Port would close the \$9 million sale in 2026 or 2027. Because this is still a contingent sale, no proceeds from this sale have been included in the proposed 2026 budget.

The \$1.5 billion zero-carbon fertilizer plant is expected to create up to 235 full-time jobs, plus hundreds more during construction and more than 1,000 indirect and induced jobs.

Benton City Development Building

The Port has successfully sold and transitioned its remaining property in Benton City to private industry which has significantly revitalized the downtown core. The Port also supports community events that strengthen the area's economy.

Benton City			2025 Budget	Change from PY	
Tenant		2026 Budget		\$ YoY	% YoY
Subway - 515 9th	Facility	\$0	\$9,000	(\$9,000)	-100%
Benton City Total		\$ -	\$ 9,000	\$ (9,000)	-100%

Since the Port's property has been sold, no lease revenue has been budgeted for 2026.

Prosser Wine & Food Park

The Prosser Wine & Food Park is home to regional wineries, winery-related businesses and national fruit and juice companies. The park is zoned industrial and has rail and interstate access. The Port has a rich history of working with the agricultural industry via its development building and nearby Vintners Village.

Prosser Wine & Food Park			2025 Budget	Change from PY	
Tenant		2026 Budget		\$ YoY	% YoY
Alexandria Nicole Cellars - Suite C-E	Facility	\$65,500	\$62,500	\$3,000	5%
Tirriddis LLC - Suite A	Facility	\$18,000	\$17,500	\$500	3%
Northwest Wine Collaborative LLC - Suite B	Facility	\$18,500	\$16,500	\$2,000	12%
Chukar Cherries - Suite F	Facility	\$18,500	\$18,500	\$0	0%
Lineage Logistics (formerly Kenyon)	Land	\$28,500	\$26,000	\$2,500	10%
M & M Orchard Management	Land	\$20,000	\$20,000	\$0	0%
Prosser Wine & Food Park Total		\$ 169,000	\$ 161,000	\$ 8,000	5%

Lease revenues associated with the Prosser Wine & Food Park are expected to remain essentially unchanged.

Vintners Village

Vintners Village in Prosser is in the heart of Washington's wine country. This popular destination helps increase Prosser wine tourism, offering visitors wine tasting, craft beers, baked goods and boutique wares. The Port continues to promote Phase II along with its development building.

Vintners Village			2025 Budget	Change from PY	
Tenant		2026 Budget		\$ YoY	% YoY
Domanico Cellars LLC	Facility	\$27,500	\$26,500	\$1,000	4%
Wautoma Wines, LLC	Facility	\$24,000	\$24,000	\$0	0%
Sister to Sister	Facility	\$25,000	\$24,000	\$1,000	4%
Prosser Economic Development Association	Facility	\$10,000	\$10,000	\$0	0%
120 Wamba Road Rock Bottom (Terry Christer Land		\$1,000	\$1,000	\$0	0%
120 Wamba Road Rock Bottom (Terry Christer Land		\$5,000	\$4,500	\$500	11%
Vintners Village Total		\$ 92,500	\$ 90,000	\$ 2,500	3%

A modest 3%, or \$2,500 increase, is expected for Vintners Village.

Clore Center

The Clore Center in Prosser is a gathering place for industry and consumers to discover Washington wine and agriculture through engaging events and innovative programs. The Port is currently seeking partnerships to manage the facility.

Clore Center			2025 Budget	Change from PY	
Tenant		2026 Budget		\$ YoY	% YoY
Private Partner Operator	Facility	\$24,000	\$0	\$24,000	100%
Tirriddis LLC (Pavilion)	Facility/Land	\$35,000	\$31,000	\$4,000	
Clore Center Total		\$ 59,000	\$ 31,000	\$ 28,000	90%

Although an operating agreement for the Center has not yet been signed, the Port remains optimistic and has budgeted revenues in 2026 for the Clore Center.

Railroad Property Leases

Port of Benton's Southern Connection is a 16-mile short-line rail network that runs between Center Parkway in Kennewick and Horn Rapids Road in north Richland. This dual-served Class 1 rail line moves goods from around the region to markets across the U.S. This rail operation is the second largest in the State of Washington in terms of tonnage moved per year. The Port leases land and facilities within the designated rail area to various entities.

Rail & Rail Facilities			2025 Budget	Change from PY	
Tenant		2026 Budget		\$ YoY	% YoY
Columbia Rail	Facility/Rail	\$172,500	\$170,000	\$2,500	1%
Barnhart Crane - 5.80 acre laydown	Land	\$0	\$77,500	(\$77,500)	-100%
Barnhart Crane - Site 12 laydown	Land	\$95,000	\$92,000	\$3,000	3%
Aulick Industries	Facility/Land	\$74,000	\$72,500	\$1,500	2%
Barnhart Crane - Warehouse & Office	Facility	\$51,000	\$59,000	(\$8,000)	-14%
BioGrow	Facility/Land	\$125,500	\$121,500	\$4,000	3%
Barnhart Crane & Rigging Co. Inc	Facility/Land	\$172,000	\$119,000	\$53,000	45%
Tactical Cleaning Acquisition	Facility	\$0	\$24,000	(\$24,000)	-100%
Rail & Rail Facilities		\$ 690,000	\$ 735,500	\$ (45,500)	-6%

Budgeted revenues for the Rail facilities are down primarily due to Barnhart reducing the amount of land under lease and the expected departure of Tactical Cleaning. Since this is land and facility space in a specialized rail facility, the Port has taken a conservative approach by not including any replacement revenues for these relinquished spaces.

Intermodal Rail Facility

As a result of the previously mentioned land exchange with the City of Richland, the Port has acquired a substantial amount of land that that Port intends to develop into an Intermodal Rail Facility. As part of the land acquired, the Port also acquired a land lease with loop track that the City had with Central Washington Corn Processors. This existing lease is included in the Port's budgeted 2026 revenues.

Intermodal Rail Facility			2025 Budget	Change	
Tenant		2026 Budget		\$ YoY	% YoY
Central WA Corn Processors	Land	\$66,500	\$50,000	\$16,500	
Intermodal Rail Facility Totals		\$ 66,500	\$ 50,000	\$ 16,500	33%

Richland Airport

The Richland Airport serves general and business aviation customers who value quick access to the Tri-Cities, Hanford Site and surrounding communities. The airport has two paved runways, both 4,000 feet long. The airport hosts a fixed-base operator, fuel, and other amenities, with nearby highways and interstates.

The following two pages provide a detailed breakdown of estimated lease revenues associated with all Port properties in the Richland Airport area.

Richland Airport					Change from PY	
		2026 Budget	2025 Budget		\$ YoY	% YoY
2019 Butler Loop - Bjornson Motors, LLC	Facility	\$57,500	\$55,500		\$2,000	4%
JR Imaging (1865 Bronco Lane)	Facility/Land	\$52,000	\$50,500		\$1,500	3%
Verizon Wireless	Land	\$22,000	\$20,500		\$1,500	7%
Ann's Best / Ann's Cajun Creole	Facility	\$6,500	\$6,500		\$0	0%
Arntzen, Glenn & Juanita (2520 - 2524 Aileron Land		\$2,500	\$2,500		\$0	0%
Arntzen, Glenn & Juanita (2561 Aileron Avenue Land		\$2,500	\$2,500		\$0	0%
Auction Enterprises, Inc.	Land	\$5,000	\$5,000		\$0	0%
Barinaga, Charles	Land	\$7,000	\$1,500		\$5,500	367%
Berlin, Greg	Land	\$500	\$500		\$0	0%
Barnes, Don	Land	\$1,000	\$1,000		\$0	0%
Berkey, Clifton/Wheeler	Land	\$2,500	\$1,500		\$1,000	67%
Hangar 2060 LLC	Land	\$1,000	\$1,000		\$0	0%
Hangar 2120 LLC	Land	\$1,500	\$1,000		\$500	50%
Brayton, Herb & Jennifer (2082 Butler Loop)	Land	\$13,000	\$500		\$12,500	2500%
Bronco Girl Investments (1828 Terminal Drive Land		\$3,500	\$3,500		\$0	0%
Bronco Girl Investments (1851 Bronco Lane)	Land	\$1,000	\$1,000		\$0	0%
M & R Golf Enterprises	Land	\$7,000	\$7,000		\$0	0%
Butler Loop Mini Storage - Aaron Dewitt	Land	\$18,000	\$18,000		\$0	0%
BYOC Properties LLC	Land	\$3,000	\$2,500		\$500	20%
C & H Aviation, LLC	Land	\$1,000	\$1,000		\$0	0%
Civil Air Patrol	Facility	\$0	\$0		\$0	100%
Cleared for Arrival LLC (2054 Butler Loop)		\$2,000	\$1,500		\$500	33%
Cole, Douglas	Land	\$1,500	\$1,500		\$0	0%
Collins Enterprises (2020 Butler Loop)	Land	\$4,500	\$4,500		\$0	0%
Collins Enterprises (2030 Butler Loop)	Land	\$3,000	\$3,000		\$0	0%
Columbia Dive Rescue	Land	\$0	\$0		\$0	100%
Connell Oil (Fuel Flowage)	Fuel	\$15,500	\$20,500		(\$5,000)	-24%
Cook, Ivan (.931 acres)	Land	\$11,000	\$10,000		\$1,000	10%
C&S Hangar / Cannon Hill (2002 Butler Loop)	Land	\$1,500	\$1,500		\$0	0%
C&S Hanger / Cannon Hill (2004 Butler Loop)	Land	\$1,500	\$1,500		\$0	0%
DBM / Crigler, Rich	Land	\$8,000	\$23,000		(\$15,000)	-65%
Dehaan, Gary L.	Land	\$10,500	\$10,500		\$0	0%
Dillon, Dr. Thomas	Land	\$1,500	\$1,000		\$500	50%
Fogelson, Robert (V & R Fogelson)	Land	\$2,500	\$2,000		\$500	25%
Galloway (Welch), Teri-Lin	Land	\$8,000	\$6,500		\$1,500	23%
Garza, Polo	Land	\$2,000	\$2,000		\$0	0%
Gehlen, Mark	Land	\$1,500	\$1,000		\$500	50%
Hailey, Jeremy & Vanessa (2221 Airport Way)	Land	\$1,500	\$1,500		\$0	0%
Harrison, Tom	land	\$1,500	\$1,500		\$0	0%
Henningsen Cold Storage	Land	\$1,500	\$1,500		\$0	0%
Hi-Line Leasing LLC	Land	\$13,500	\$12,500		\$1,000	8%
Hi-Line Leasing LLC	Land	\$3,500	\$3,500		\$0	0%
Hill, Cannon (1901-1909 Terminal Drive) - Life	Land	\$2,500	\$2,000		\$500	25%
Hollis, Dennis	Land	\$3,000	\$3,000		\$0	0%
Aircooled Adventures	Land	\$2,500	\$1,500		\$1,000	67%

Richland Airport - Continued			Change from PY	
Tenant	2026 Budget	2025 Budget	\$ YoY	% YoY
Keck Services, Inc.	Land \$5,500	\$5,500	\$0	0%
Kennewick Aircraft Sevices / Sundance Aviatic Facility/Land	\$10,000	\$10,000	\$0	0%
KTM Enterprises, LLC	Land \$1,500	\$1,500	\$0	0%
Lucas Holdings / Liberty Lawn & Saw Shop LL(Land	\$3,500	\$3,500	\$0	
LPJ Properties, LLC	Land \$3,500	\$3,500	\$0	0%
Manawadu, Bing	Land \$2,500	\$2,000	\$500	25%
Mead, Jeromie - Hanger	Land \$500	\$500	\$0	0%
Mead, Jeromie - Red Line	Land \$8,000	\$7,500	\$500	7%
Merz, Nathan	Land \$3,500	\$3,000	\$500	17%
Mission Investments, LLC	Land \$5,000	\$5,000	\$0	0%
My Pro-Contractor, LLC	Land \$1,000	\$1,000	\$0	0%
PRBBQ LLC (Porters BBQ)	Land \$2,500	\$2,500	\$0	0%
QB Aviation	Land \$2,500	\$2,500	\$0	0%
Richland Aero Shelters, LLC	Land \$1,500	\$1,500	\$0	0%
Richland Airport Associates	Land \$14,500	\$7,500	\$7,000	93%
Richland Airport Mini Storage (2040 Airport W Land	\$5,500	\$4,500	\$1,000	22%
Richland Airport Mini Storage (2008 Butler Lp) Land	\$8,000	\$8,000	\$0	0%
Richland Hangar Association	Land \$8,000	\$5,500	\$2,500	45%
Riversedge Investments (Aric Ellison & Dan El Land	\$6,000	\$5,500	\$500	9%
R&R Endeavors	Land \$2,500	\$2,000	\$500	25%
RSSS, LLC	Land \$4,500	\$4,500	\$0	0%
Sailplane Haven	Land \$500	\$500	\$0	0%
Shaw, Greg	Land \$1,000	\$1,000	\$0	0%
Showalter, Mark	Land \$1,500	\$1,500	\$0	0%
Sky Hangar Associates	Land \$8,500	\$5,500	\$3,000	55%
Steelman, Clifton	Land \$3,500	\$3,000	\$500	17%
TYM2FLYY LLC (Talent Aviation)	Land \$4,500	\$2,000	\$2,500	125%
The Axe, LLC.	Land \$1,000	\$1,000	\$0	0%
Tri-Cities Steel Band Association	Land \$3,000	\$2,500	\$500	20%
TYM2FLY LLC	Land \$1,500	\$1,500	\$0	0%
Urban, Scott	Land \$1,500	\$1,500	\$0	0%
Scotco Construction dba NW Restoration	Land \$7,500	\$6,000	\$1,500	25%
West Enterprises / Steve West	Land \$7,500	\$7,500	\$0	0%
White, Michael Trust [Bronco MW Trust]	Land \$1,500	\$1,500	\$0	0%
Woods, Stuart & Sheena	Land \$2,000	\$2,000	\$0	0%
Verdon LLC (Azurdata Bldg) (1840 Terminal Dr Land	\$13,500	\$11,000	\$2,500	23%
Verdon LLC (Trade Center) (1816 Terminal Dri land	\$44,000	\$29,500	\$14,500	49%
Zero Gravity Builders Studio	Land \$2,000	\$2,000	\$0	0%
1845 Terminal - Vacant Space	Facility \$20,000	\$11,500	\$8,500	74%
InEnTec Inc	Facility \$63,000	\$63,000	\$0	0%
WSU - 1845 Terminal	Facility \$25,000	\$25,000	\$0	0%
Other - 2025 Budget Adjustments	Land \$0	\$2,000	(\$2,000)	-100%
Richland Airport Total	\$ 624,500	\$ 568,000	\$ 56,500	10%

The Richland Airport is seeing an increase of \$56,500, or 10% as the Port continues to make adjustments align older rates with current market rate conditions.

Prosser Airport

The regional Prosser Airport is ideal for agriculture and business aviation flyers who desire transportation options close to their operations. The airport has a 60-foot wide, 3,450-foot paved runway, a fixed-base operator, fuel and other amenities on site. The airport is conveniently located with easy access to Interstate 82.

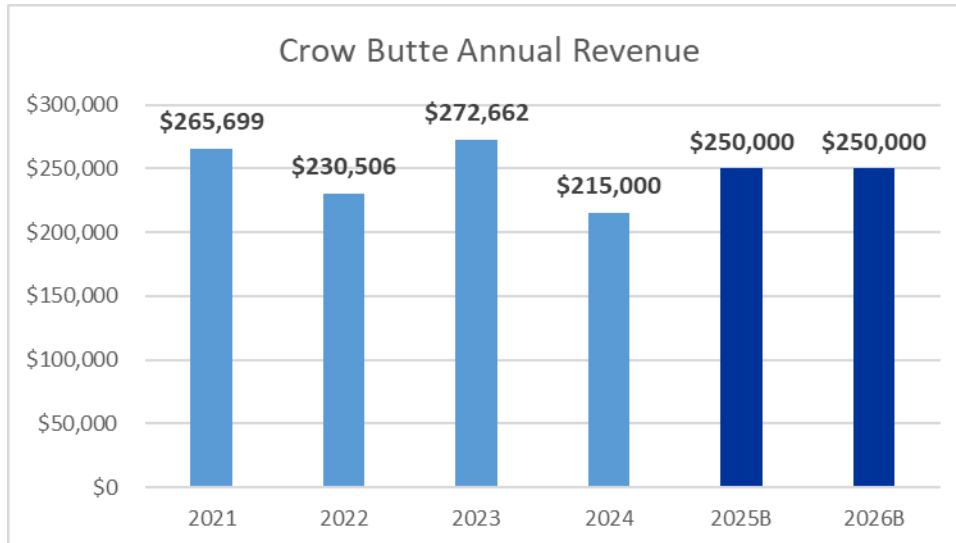
Prosser Airport			Change from PY	
Tenant		2026 Budget	2025 Budget	
			\$ YoY	% YoY
City of Prosser - 205A Hagarty Lane	Facility	\$88,500	\$79,000	\$9,500 12%
205B Hagarty Lane - Vacant	Facility	\$0	\$26,500	(\$26,500) -100%
Chukar Cherry 320 A - Office	Facility	\$55,500	\$55,500	\$0 0%
Chukar Cherry 320 C - Warehouse/Shipping	Facility	\$30,500	\$29,000	\$1,500 5%
Chukar Cherry 320 B - New Warehouse	Facility	\$131,500	\$117,500	\$14,000 12%
Blahut, Robert (Westwind Aviation)	Facility/Land	\$4,500	\$4,500	\$0 0%
Christiansen, Brent	Hangar	\$4,500	\$2,500	\$2,000 80%
Conmy, Scott	Hangar	\$2,000	\$2,000	\$0 0%
Connell Oil (Fuel Flowage)	Land	\$500	\$500	\$0 0%
Denchel, Tom	Land	\$1,000	\$1,000	\$0 0%
Duehn, Bryce	Land	\$500	\$500	\$0 0%
Early, Jim	Land	\$1,000	\$1,000	\$0 0%
Hangar Flyers, Inc	Land	\$1,000	\$1,000	\$0 0%
Maljaars, Jack	Hangar	\$3,500	\$3,500	\$0 0%
May, John	Hangar	\$1,000	\$1,000	\$0 0%
Precision Aviation (NW Skydiving)	Hangar	\$13,500	\$13,000	\$500 4%
Ohler, Michael	Land	\$1,000	\$1,000	\$0 0%
Strausz, Waltz & Anderson	Land	\$500	\$500	\$0 0%
Williams, Scott Dr.	Land	\$1,000	\$500	\$500 100%
		\$ -	\$ -	
Prosser Airport Total		\$ 341,500	\$ 340,000	\$ 1,500 0%

Total Prosser Airport revenues are expected to be essentially unchanged for 2026.

Crow Butte Park

Crow Butte Park is on an island on the Columbia River, 14 miles west of Paterson. Camping season in the park is typically April 1 to October 15. The boat launch is open year-round. Crow Butte features recreational activities, including camping, boating, fishing, hiking, swimming and more.

The following chart shows the park revenues by year.



The decrease in park revenues in 2024 is attributable to wildfire activity in the area that resulted in the evacuation and closing of the park for several days. Revenues for 2026 are budgeted at \$250,000, based upon prior year actuals. Revenues from the Park are generated from overnight stays, day use of the park and boat launch fees.

Railroad Operations

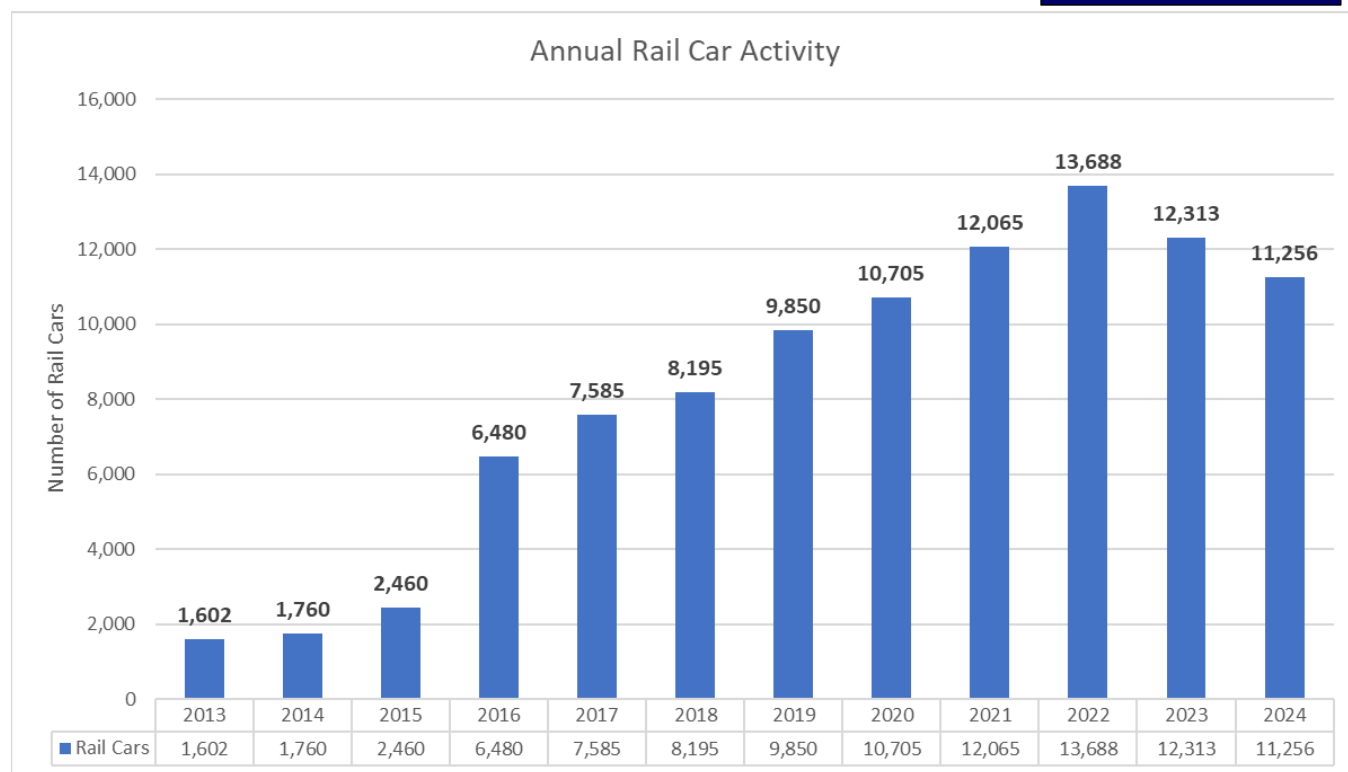
A new rail car charge was budgeted to begin in 2025; however, it has taken longer than anticipated to analyze and implement this revenue item. The 2026 budget has been prepared based on the assumption that the new revenue stream will begin in the middle of 2026. At the time of the 2026 budget development, a rail charge study had been completed and conversations with key stakeholders have begun.

This revenue stream is critical to ensure that the track and rail equipment are properly maintained. The final rate structure has not yet been determined but will be consistent with similar operations. For budgeting purposes, it is assumed that this charge will begin effective July 1, 2026.

The revenues associated with rail activity are estimated to total \$675,000 in 2026.

The chart below shows the annual rail car volume. While 2023 was down slightly, continued growth in rail traffic is expected. As the Port develops the Intermodal Rail Facility, additional rail growth is expected in future years.

The Port's rail transports 1.3 million tons, making it the second highest short-line tonnage in the state in the state.



Property Tax Revenue

Under Washington State statute, ports are special purpose districts tasked with economic development. While ports are a taxing authority, they are run and funded quite differently than a general-purpose government (like a city or county) that is funded almost entirely by tax revenue.

Port Districts in Washington are permitted to levy property taxes for property within the Port District. The maximum tax rate is \$0.45 per \$1,000 of assessed property value, which would equal a tax of \$225 on a \$500,000 home.

The Benton County Treasurer (BCT) acts as an agent to collect property taxes levied in the county for all taxing authorities. Taxes are levied annually on January 1 on property value listed as of the prior May 31. Taxes are due to Benton County on April 30 and October 31. The Port submits a certified tax levy for the subsequent year to Benton County.

The BCT compiles property valuation information and sends out multiple preliminary versions of the property value to be assessed within the Port's District. At the time of preparing this draft version of the budget, the BCT has just issued their first preliminary property valuation assessment. This draft version of the budget incorporates this preliminary information. The Port's final budget will be adjusted to reflect the BCT's final property valuation assessment.

Following are the calculations utilized to determine the estimated Property Tax revenues based on the preliminary property values provided by the BCT.

It should be noted that at the time the preliminary 2026 budget was developed, the Port had not yet received preliminary tax information from the Benton County Assessors Office. The Property Tax information presented in this budget is based on preliminary Port estimates for the 2026 Property Tax.

The Port will receive the final Property Tax information from Benton County prior to the adoption of the Port's budget at the November 2025 Port Commission meeting. Any variances will be reconciled, and the Port's budget will be adjusted to match the final information provided by Benton County at that time.

The information in the table below represents the first preliminary information that was provided by Benton County after the Port's draft budget was prepared. This table is included to confirm that the Port's preliminary budget estimate for Property Taxes of \$3,228,085 is a reasonable estimate at this time. The final budget to be approved will be adjusted to match the final information provided by Benton County.

	<u>Estimated Tax Levy Amount</u>	<u>Estimated Tax Levy Rate</u>
2021 GO Bonds (Principal & Interest)	664,275.00	0.06062294432
Regular Levy	2,628,262.94	0.23986005477
Admin Refund	<u>16,071.06</u>	0.00146667416
Maximum Budgeted Tax Levy for 2026	<u><u>3,308,609.00</u></u>	0.30194967325

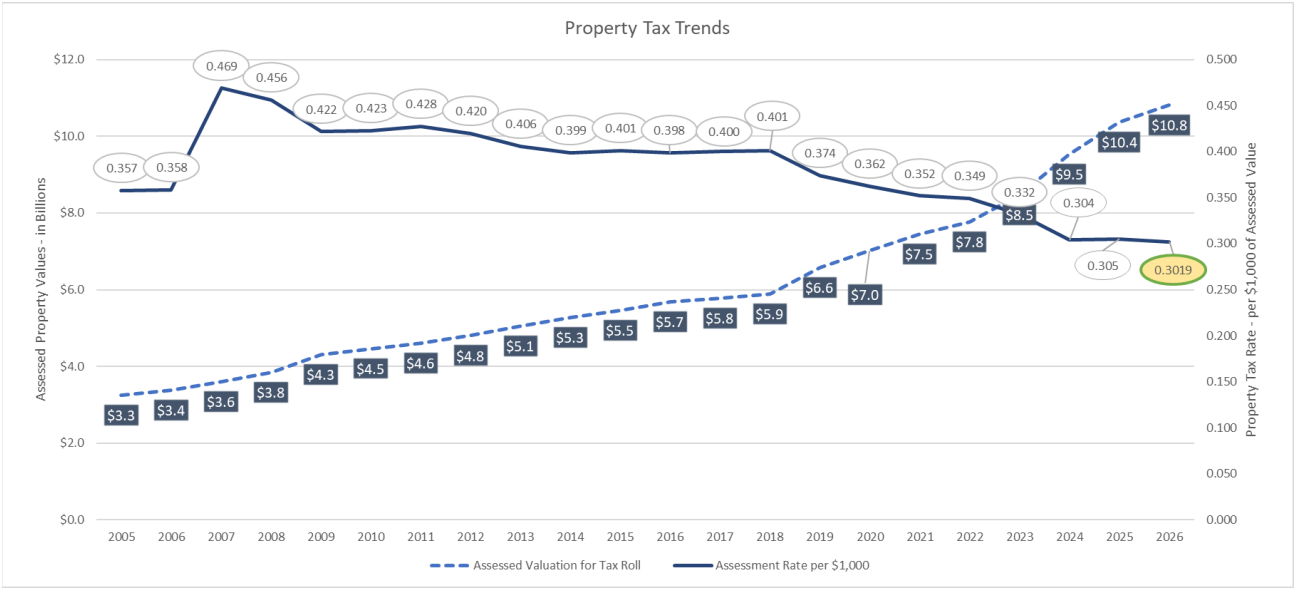
Assessed Valuation - Preliminary Total Taxable Value	10,809,359,569
Highest Levy - 2025	
Regular Levy	2,501,400
GO Levy	664,275
Levy	<u>3,165,675</u>
1% Increase Adjustment	31,657
2025 New Construction for 2026 tax	148,125,380
2025 Levy Rate	0.305181533600
Estimated levy on new construction	45,205
Admin Refund	16,071
Banked capacity + contingency to prevent limitation of levy to budget	50,000
Calculated preliminary estimated maximum levy for 2026 ⁽¹⁾	3,308,609

⁽¹⁾ Assumes approval of additional 1% levy increase.

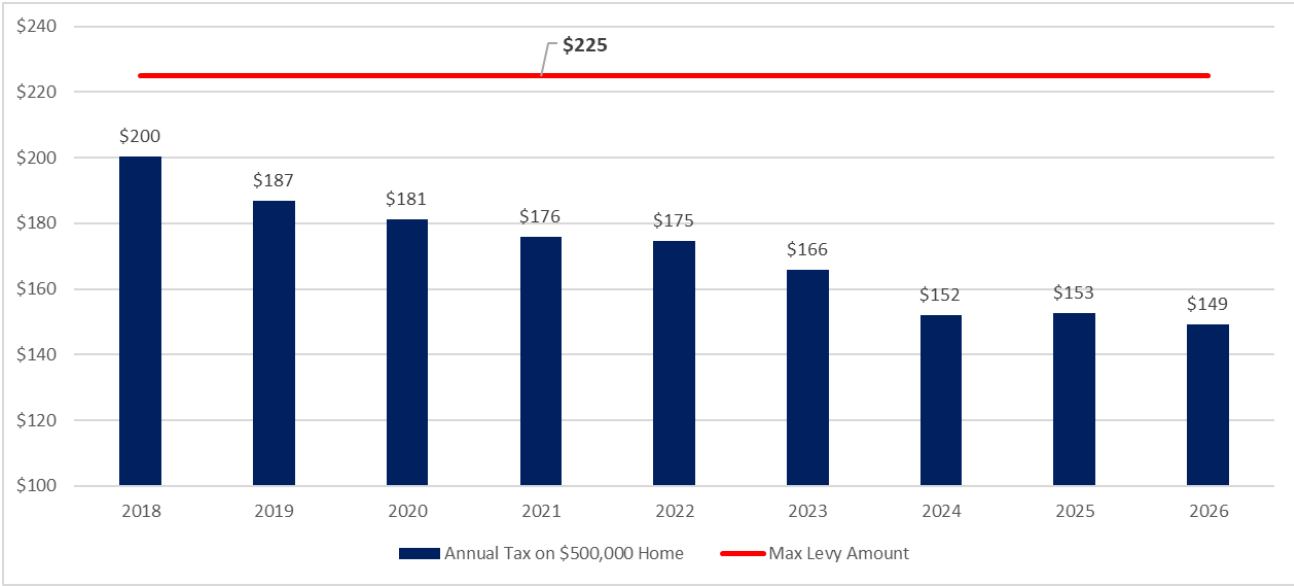
⁽²⁾ NOT FINAL, to be determined by County Assessor.

The Port's tax levy rate has been decreasing consistently annually since 2015. The following chart shows the annual growth of the assessed property value within the Port's District and the annual tax rate per \$1,000 of assessed value. The increases in the tax base can be attributed to two primary drivers. First, the amount of new development resulting from regional economic growth has increased the amount of property within the Port District. Secondly, general increases in property valuations have also increased the assessed tax base.

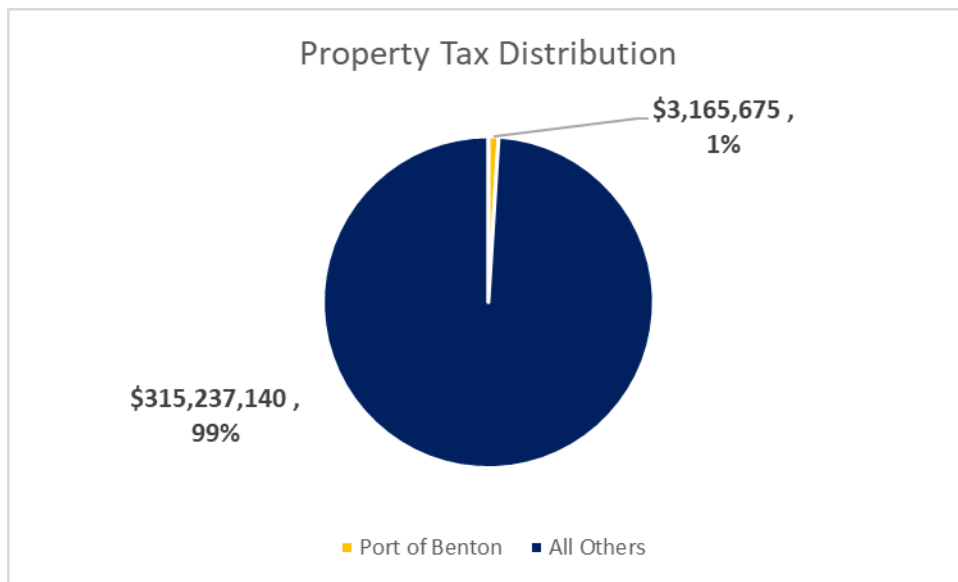
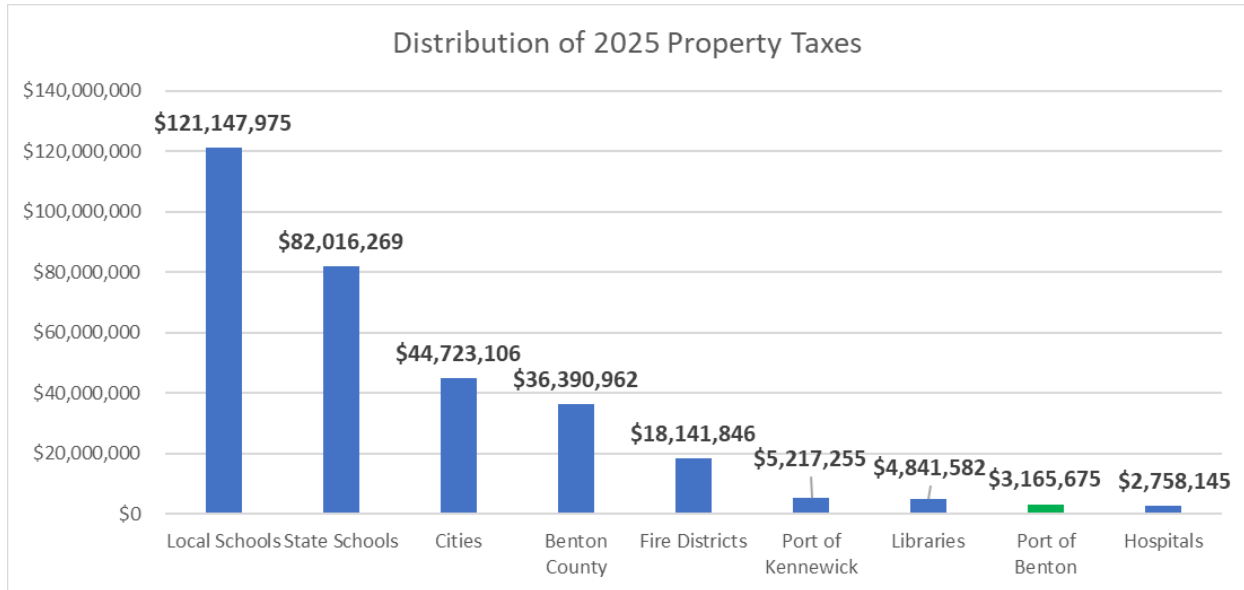
The following chart shows the increasing annual property value within the Port District along with the decreasing levy rates. Strong regional economic growth has resulted in an average annual growth rate of 8.2% over the past five years.



The table below illustrates the trend since 2019 for property tax that would be assessed on a \$500,000 home. Over the past five prior years, the tax has decreased by 15%.



Finally, to put the Property Tax into perspective, the Port receives less than 1.0% of the property tax collected for Benton County. This is down 11% from the 1.1% received in 2024. The following chart illustrates the total distribution of the 2025 taxes that are being collected by the BCT.



Grant Revenue/Inflow

The Port continuously and actively seeks grant opportunities to support economic development and capital projects. Grant opportunities are evaluated and pursued when they are in alignment with the Port's strategy and objectives.

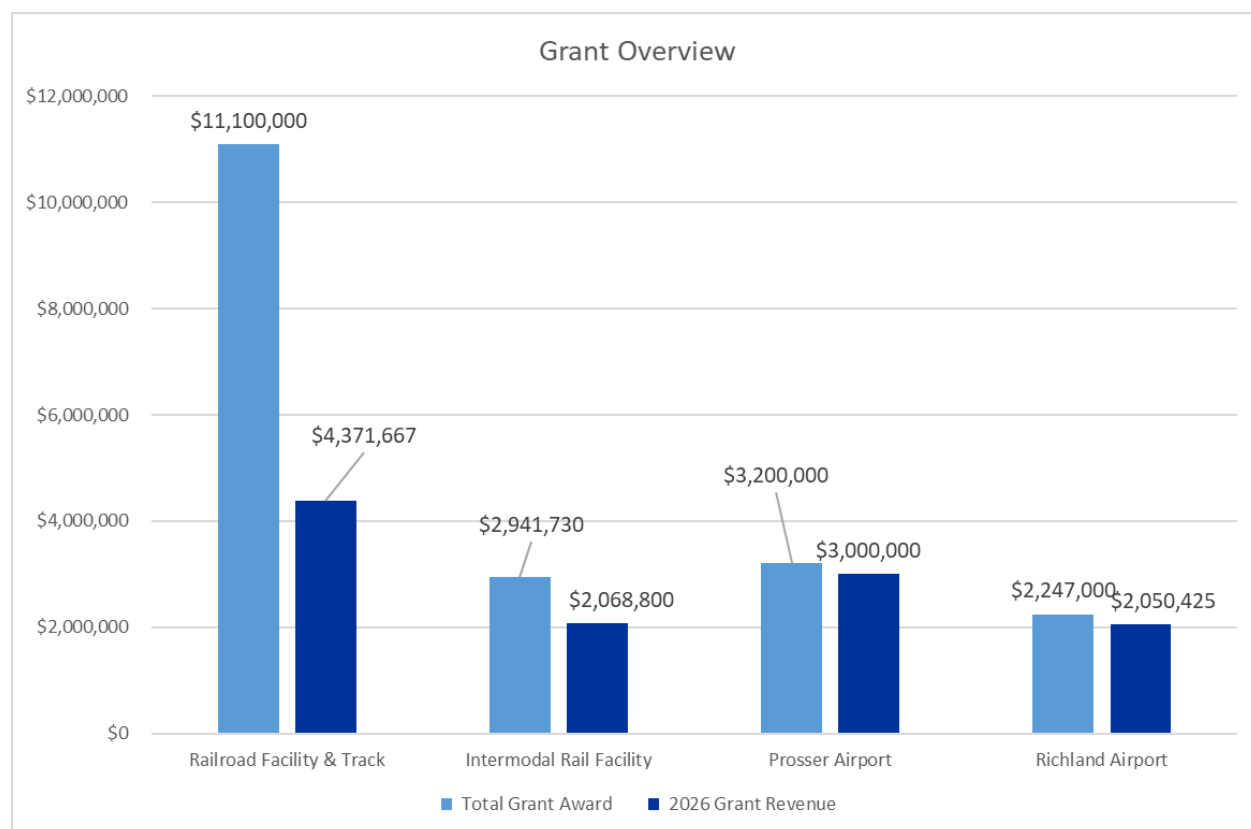
Grants can come from Federal, State or Local agencies. The tables below summarize the proposed/estimated grant activity for 2026. See Appendix B for a complete listing and breakdown of the proposed/estimated grant activity for 2026.

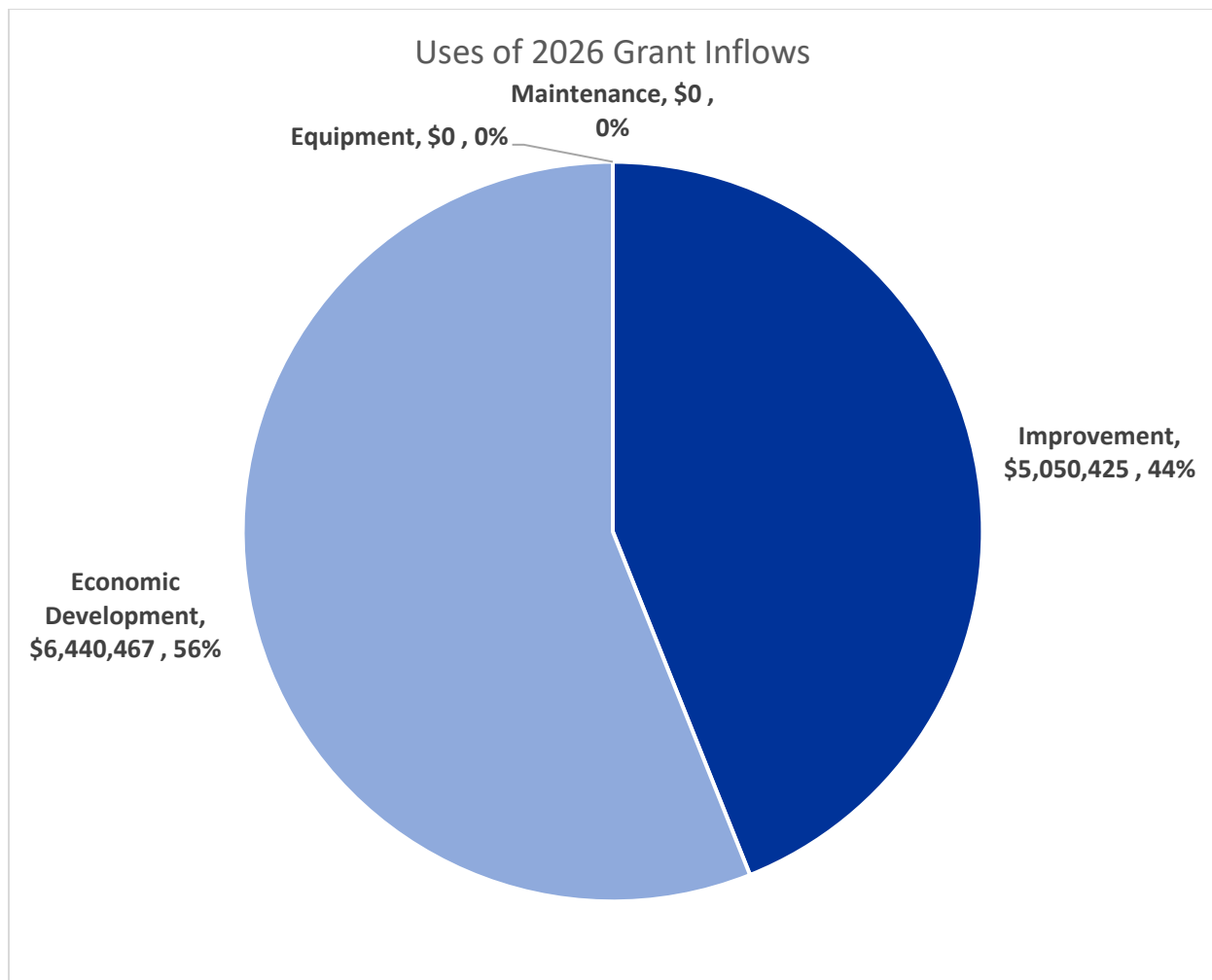
The following chart shows the total amount of planned grants associated with each property along with the anticipated revenue earned in 2026.

It should be noted that grant awards and revenues are estimates. Many factors outside of the Port's control impact the timing of awards as well as amount and timing of funding actually awarded. Since grants are primarily used for capital projects, delays in grant awards will not impact the Net Operating Surplus/Deficit of the Port since the project and funding that would be used would be delayed.

Additionally, the grant assistance received may vary from current estimates. For example, the cost share requirements may change, and the type of award may change from grant to low/no interest loans.

The following chart illustrates the amount of grant awards (including grants awarded in prior years) and the amount of grant revenue estimated to be earned in 2026.





Economic Development – Grants that support the Port’s economic development and growth and will contribute to future jobs.

Asset Improvements – Grants that substantially improve the Port's existing assets. These types of grants indirectly contribute to economic development and growth.

Equipment – Grants that are used to acquire new equipment. No grants for equipment are anticipated to be available in 2026.

Maintenance – Grants that are used to maintain existing assets in a state of good repair. No grants for maintenance are anticipated to be available in 2026.

Sales of Fixed Assets

As part of the Port's ongoing mission to support and drive economic growth and development, the Port will sometimes sell land and/or facilities to accomplish this goal. At the time of development of this budget, the Port is in discussions with various parties regarding multiple properties.

In 2023, the Port entered into an agreement with Atlas Agro to purchase approximately 150 acres from the Port for \$9M, dependent upon feasibility studies being completed. While it is expected that Atlas Agro will proceed with the purchase, this sale has been excluded from the 2026 budget. Should the transaction be completed, a revised, updated budget may be prepared.

Other Taxes

Other Taxes are comprised of Payment in Lieu of Taxes (PILT) plus State of Washington Leasehold Taxes. PILT are Federal payments to local governments like the Port to help offset losses in property taxes due to the existence of nontaxable Federal lands within the Port's boundaries. This represents Department of Energy property within the Port District.

The table below shows the budgeted amount for 2026. The budgeted amount was determined based on prior year actuals plus the forecast for the current year.

Other Taxes	2022 Actual	2023 Actuals	2024 Actuals	2025 Budget	2026 Budget
State of WA Leasehold Tax	\$73,854	\$47,009	\$68,619	\$50,000	\$60,000
PILT (Payment in Lieu of Taxes) - DOE/Hanford	\$120,386	\$137,080	\$127,313	\$140,000	\$140,000
TOTAL	\$194,240	\$184,089	\$195,932	\$190,000	\$200,000

Insurance Recoveries

Insurance recoveries result from reimbursement from third parties for damages caused by others. It is not anticipated that any reimbursements will be received in 2026.

Interest Income

The Port is budgeting \$323,262 in interest income for 2026.

	2022 Actuals	2023 Actuals	2024 Actuals	2025 Budget	2026 Budget
Interest Income					
Interest Income (Benton County Treasurer)	\$ 110,984	\$ 173,375	\$ 207,321	\$ 150,000	\$ 190,000
Interest Income (Notes Receivable)	\$ 92,624	\$ 182,055	\$162,845	\$150,084	\$133,262
Total Interest Income	\$ 203,608	\$ 355,430	\$ 370,167	\$ 300,084	\$ 323,262

The Port earns interest from two primary sources. First, through the Benton County Treasurer. Benton County acts as the Port's Treasurer and invests the Port's excess cash into the Local Government's Investment Pool (LGIP).

The LGIP is a voluntary investment vehicle operated by the State Treasurer. Over 530 local governments participate in the pool, providing a safe, liquid, and competitive investment option for local government pursuant to RCW 43.250.

The LGIP lets local governments use the State Treasurer's resources to safely invest their funds while enjoying the economies of scale available from a \$15 billion to \$26 billion pooled fund investment portfolio.

LGIP's investment objectives are, in priority order: 1) safety of principal, 2) maintaining adequate liquidity to meet cash flows, and 3) providing a competitive interest rate relative to other comparable investment alternatives. LGIP offers 100% liquidity to its participants.

The LGIP portfolio is managed in a manner generally consistent with SEC-regulated Rule 2a-7 money market funds. LGIP investment guidelines are spelled out in the LGIP Investment Policy.

Secondly, the Port earns interest from properties sold under real estate contracts. These contracts require the purchaser to make principal and interest payments. Interest earned and received under these arrangements are recorded as lease revenues.

Collections on Notes Receivable

As previously mentioned, the Port will, from time to time, sell property under real estate contracts. When this happens, payments are made for several years. The tables below provide the details for the budgeted 2026 inflows for principal payments. Forecasted receipts for the next five years are also included.

Overview of Payment Terms	Interest Rate	Term	End Date
Jeromie Mead / Redline Automotive	6%	25 Years	8/31/2039
Debbie Augustavo	6%	15 Years	11/1/2034
Columbia Basin Real Estate / Weston Mtn	6%	10 Years	9/1/2031
Hopp Family Holdings, LLC.	6%	10 Years	7/1/2033

Principle Payments Received	2026 Budget	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast
Jeromie Mead / Redline Automotive	\$ 5,290	\$ 5,290	\$ 5,290	\$ 5,290	\$ 5,290	\$ 5,290
Debbie Augustavo	\$6,254	\$6,254	\$6,254	\$6,254	\$6,254	\$6,254
Columbia Basin Real Estate / Weston Mtn	\$139,091	\$147,670	\$156,778	\$166,448	\$176,714	\$139,652
Hopp Family Holdings, LLC.	\$138,555	\$147,101	\$156,173	\$165,806	\$176,032	\$186,890
	<u>\$289,190</u>	<u>\$306,315</u>	<u>\$324,496</u>	<u>\$343,798</u>	<u>\$364,291</u>	<u>\$338,086</u>

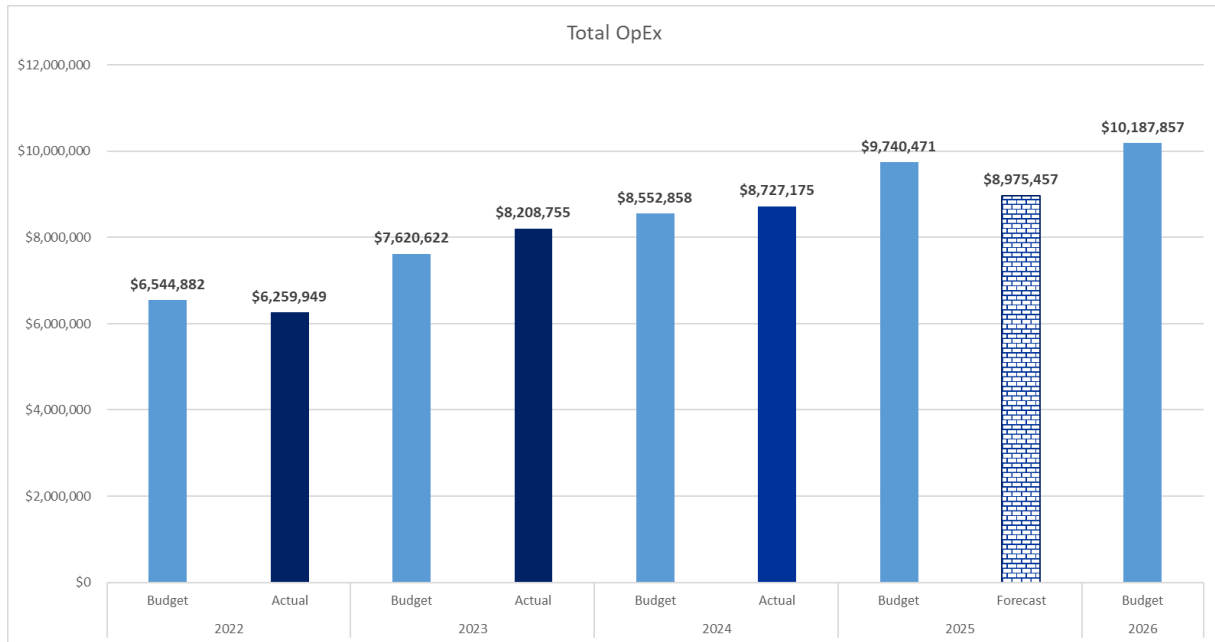
Interest Payments Received	2026 Budget	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast
Jeromie Mead / Redline Automotive	\$4,444	\$4,126	\$3,809	\$3,492	\$3,174	\$2,857
Debbie Augustavo	\$3,370	\$2,995	\$2,620	\$2,245	\$1,869	\$1,494
Columbia Basin Real Estate / Weston Mtn	\$51,798	\$43,219	\$34,111	\$24,441	\$14,175	\$3,515
Hopp Family Holdings, LLC.	\$73,650	\$65,104	\$56,032	\$46,399	\$36,173	\$25,315
Total Interest Received	<u>\$133,262</u>	<u>\$115,445</u>	<u>\$96,571</u>	<u>\$76,576</u>	<u>\$55,391</u>	<u>\$33,181</u>

Total Payments Received	2026 Budget	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast
Jeromie Mead / Redline Automotive	\$9,734	\$9,417	\$9,099	\$8,782	\$8,464	\$8,147
Debbie Augustavo	\$9,624	\$9,249	\$8,874	\$8,499	\$8,123	\$7,748
Columbia Basin Real Estate / Weston Mtn	\$190,889	\$190,889	\$190,889	\$190,889	\$190,889	\$143,167
Hopp Family Holdings, LLC.	\$212,205	\$212,205	\$212,205	\$212,205	\$212,205	\$212,205
	<u>\$422,452</u>	<u>\$421,760</u>	<u>\$421,067</u>	<u>\$420,374</u>	<u>\$419,682</u>	<u>\$371,267</u>

Loan Balance Outstanding	2026 Budget	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast
Jeromie Mead / Redline Automotive	\$68,773	\$63,483	\$58,193	\$52,902	\$47,612	\$42,322
Debbie Augustavo	\$49,919	\$43,665	\$ 37,411.00	\$31,157	\$24,903	\$18,649
Columbia Basin Real Estate / Weston Mtn	\$787,263	\$639,593	\$482,814	\$316,366	\$139,652	\$0
Hopp Family Holdings, LLC.	\$1,151,765	\$1,004,665	\$848,492	\$682,686	\$506,653	\$319,764
	<u>\$2,057,720</u>	<u>\$1,751,405</u>	<u>\$1,426,910</u>	<u>\$1,083,111</u>	<u>\$718,821</u>	<u>\$380,735</u>

Operating Expenses – By Type of Cost

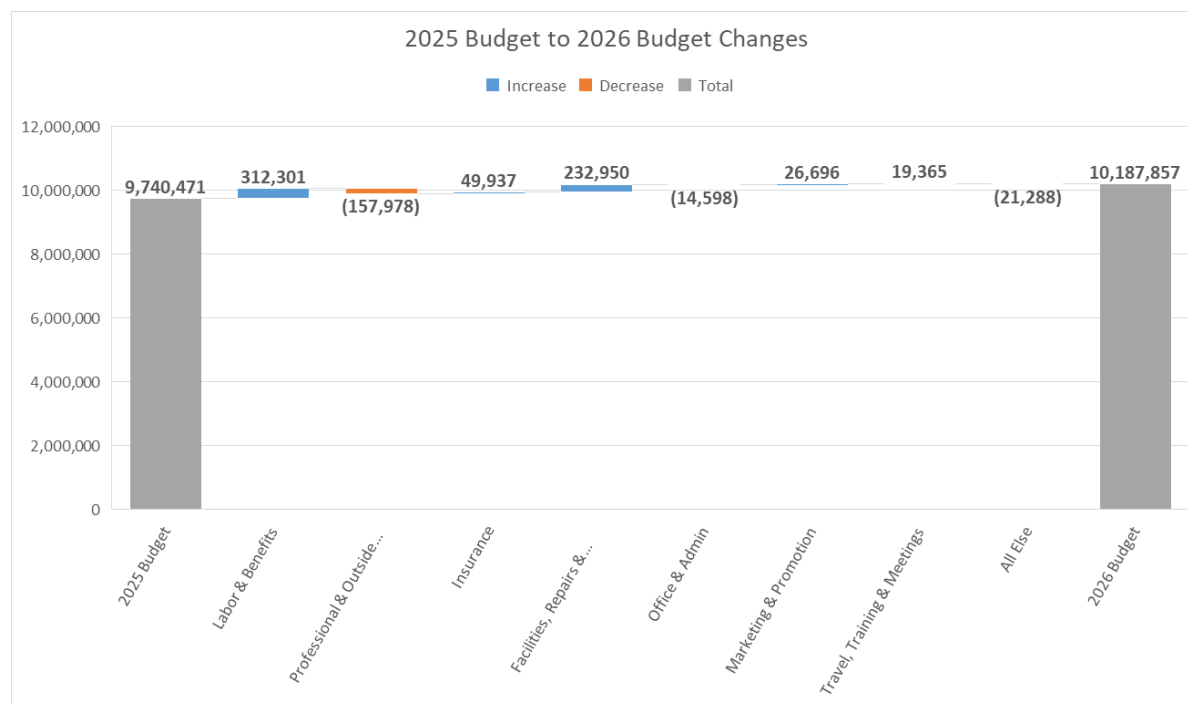
Overall, Operating Expenses (OpEx) are budgeted to be \$10,187,857, a 4.6% increase over the prior year. The chart below compares the proposed budget to previous year's budgets and actual OpEx. This section of the budget document will discuss OpEx by type of cost. The next section will look at OpEx from a functional departmental perspective.



The table below provides a detailed breakdown of the major elements of the budget by year.

Total Port of Benton Expense:					% of Total	Change from Prior Budget	
Total	2023A	2024A	2025B	2026B		Dollar	%
Salaries & Wages	1,959,834	2,128,451	2,523,670	2,731,955	27%	208,285	8%
Employee Benefits	701,058	672,942	849,531	936,871	9%	87,341	10%
Payroll Taxes	184,672	216,222	228,305	244,980	2%	16,675	7%
Professional Services	1,170,745	1,639,873	1,947,000	1,907,250	19%	(39,750)	-2%
Outside Labor	124,393	140,266	175,728	57,500	1%	(118,228)	-67%
Insurance	606,492	606,397	628,100	678,037	7%	49,937	8%
Facilities, Maintenance & Ops	765,451	837,108	857,547	917,496	9%	59,949	7%
Repairs & Maintenance	1,103,205	947,759	723,733	791,879	8%	68,146	9%
Utilities	689,915	704,728	667,314	731,249	7%	63,935	10%
Expendible Equipment	37,412	10,775	25,980	36,712	0%	10,732	41%
Fuel & Vehicles	117,606	99,017	122,637	117,577	1%	(5,060)	-4%
Office & Administration	144,609	160,420	243,149	244,361	2%	1,212	0%
IT	190,900	201,582	258,728	242,110	2%	(16,618)	-6%
Travel, Training & Meetings	134,563	128,506	140,519	159,885	2%	19,365	14%
Marketing & Promotion	112,169	140,835	205,289	231,986	2%	26,696	13%
Appraisals & Lease	53,415	22,724	59,299	94,547	1%	35,248	59%
Taxes, Licenses & Fees	24,605	26,990	23,131	23,939	0%	808	3%
Other	68,771	29,532	48,424	25,568	0%	(22,856)	-47%
Interest & Financing	18,941	13,050	12,385	13,954	0%	1,569	13%
Total Operating Expenses	8,208,755	8,727,175	9,740,471	10,187,857	100%	447,386	4.6%

The chart below shows the changes by cost element from the 2025 budget to the 2026 budget.



This chart helps illustrate that the two biggest drivers of change from 2025 to 2026 are:

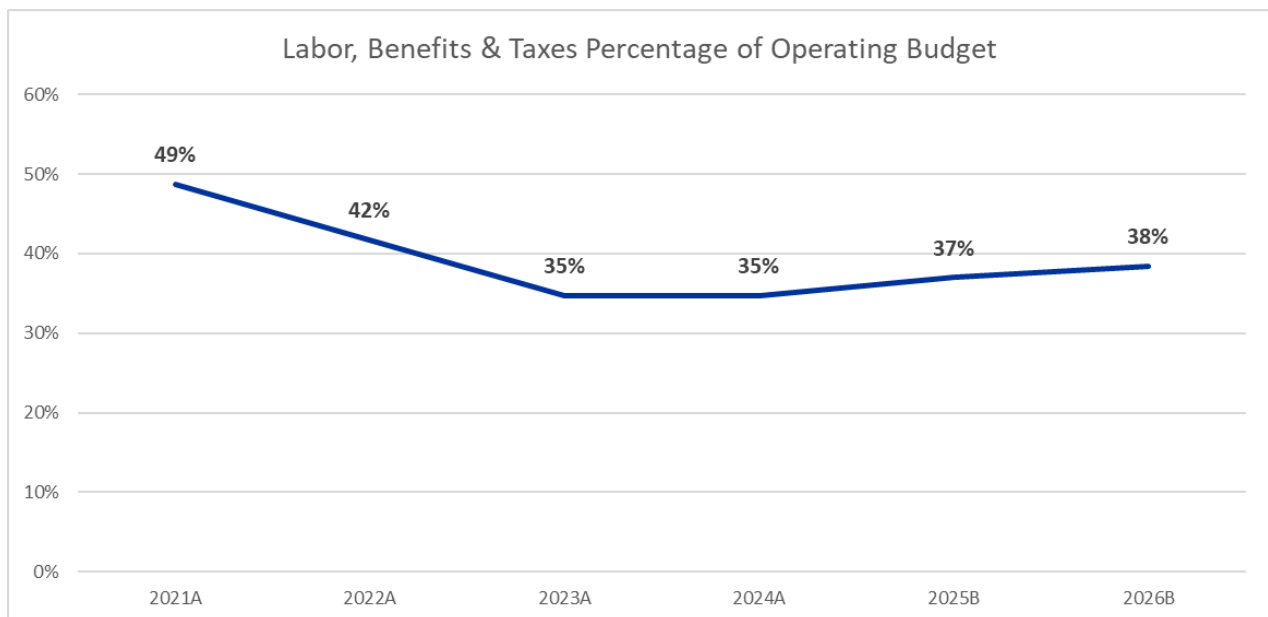
- Facilities, Repairs, Maintenance and Operations. As with many agencies, the Port is dealing with general rising prices due to recent inflationary trends. For example, trash removal services at Crow Butte doubled in 2025 compared to 2024. Additionally, costs like roof repairs and HVAC repairs are now being included in the Operating Expense budget and no longer included in the Capital Expense budget to be consistent with accounting reporting requirements.
- Labor, Benefits and Taxes are increasing only by the merit and cost-of-living adjustments and the reclassification of Crow Butte camp hosts from contractors to employees.

These cost elements and other significant costs are described in greater detail in the following section.

Labor, Benefits and Taxes

Labor, benefits and taxes are estimated to increase \$312,000, or 8.7%, going from \$3,602,000, in 2025 to \$3,914,000 for 2026. Cost-of-Living Adjustment (COLA) and merit increases have been budgeted at a combined rate of 5%. Crow Butte camp hosts have been included in Labor costs beginning in 2026, moving from their prior classification as contractors.

The following chart highlights the Port's emphasis on cost management and operating efficiencies. Even with the reclassification of Crow Butte camp hosts to Labor, it should be noted that the percentage of Labor, Benefits and Taxes as a percentage of total Operating Expense has been flat for several years and has decreased from 49% of expenses in 2021 to 38% in 2026. This is partly due to new software and tools that enable greater efficiency and investing in staff so that they are able to execute an increased volume of activity without adding additional staff.



Labor cost is based on a total staffing level of 24.75 FTE employees, an increase of 1.75 compared to 23.0 FTE in 2025. This is because of the 3 seasonal Crow Butte camp hosts now being classified as employees.

The following table shows the breakdown of FTEs by operating function. It should be noted that beginning in 2025, labor is being allocated and budgeted based on estimated time charging by person and department and not simply based on home department assignments.

Department	2026 # of FTE	2025 # of FTE
Operations	2.7	2.9
Maintenance & Facilities	7.6	7.6
Airports	1.6	1.4
Rail	1.3	0.9
Crow Butte	2.9	1.1
Subtotal	15.9	13.9
G&A	8.8	9.1
Commissioners	3.0	3.0
Subtotal	11.8	12.1
Total Port Employees	24.75	23.0
Total Employees + Commissioners	27.75	26.0

There are no planned changes to the Port's standard benefits plan. Health insurance is the largest benefits cost followed by retirement benefits. Both are plans for State of Washington employees, which include Port employees.

Professional Services

Professional Services include costs for outside services such as legal and accounting services, engineering and planning, surveying, railroad operations management, and other similar services.

Professional Services is budgeted to be \$2,010,330 in 2026 which is down \$27,250 compared to \$2,037,580 in 2025. The primary changes from 2025 to 2026 are the elimination of engineering services specifically focused on the 2579 Stevens rail facility building that is no longer needed in 2026 while waterfront development planning is expected for 2026.

The table below is a summary of professional expenses by functional department. Appendix C provides the full breakdown of the budgeted Professional Services.

Department	2026 Budget	2025 Budget	Change
General Airports	\$ -	\$ 30,000	\$ (30,000)
Prosser	\$ 15,750	\$ 25,750	\$ (10,000)
Richland	\$ 58,250	\$ 35,750	\$ 22,500
Crow Butte	\$ 2,500	\$ 2,500	\$ -
Operations	\$ 530,000	\$ 355,000	\$ 175,000
Rail	\$ 976,000	\$ 1,136,000	\$ (160,000)
G & A	\$ 367,830	\$ 392,580	\$ (24,750)
Marketing	\$ 60,000	\$ 60,000	\$ -
Totals	\$ 2,010,330	\$ 2,037,580	\$ (27,250)

Note - these totals include IT services classified as an IT expense in the budget.

Insurance

Consistent with general trends in the insurance industry, insurance expense is up \$50,000, or 8% over 2025.

Conferences

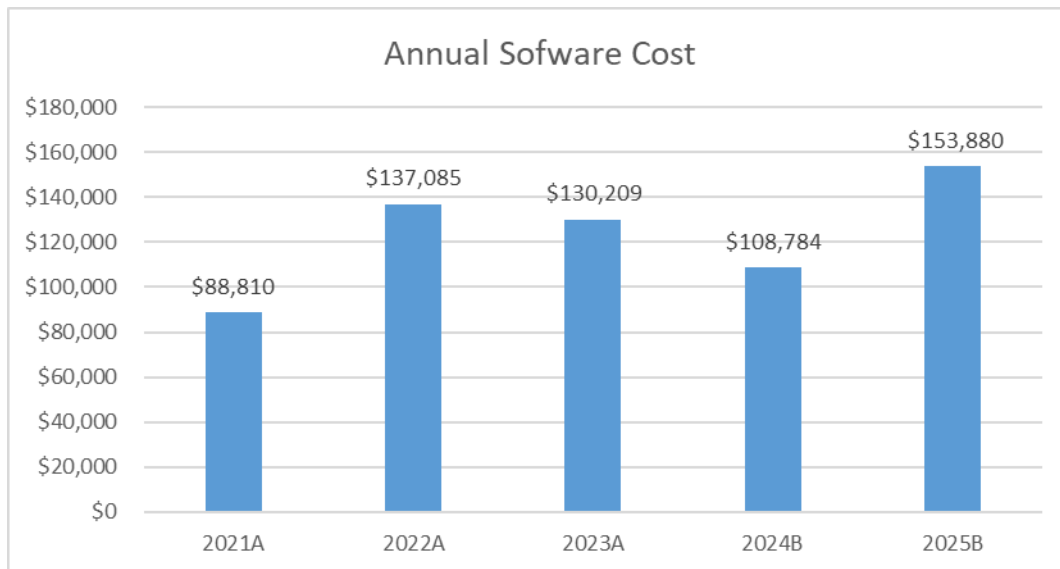
Although not a major cost item, the Port carefully plans and manages conference attendance to ensure Port staff and Commission are learning and staying abreast of current relevant trends and issues while providing responsible oversight of this cost. A complete list of budgeted Conferences and Meetings can be found in Appendix E.

Software

In order to comply with State and Federal accounting requirements (i.e., GASB 87), the Port has made significant investments in software tools and applications over the past several years. In 2026, these costs are anticipated to level off as the Port has fully implemented a majority of these tools. The Port is already seeing operational efficiencies with these tools, demonstrated by the lower labor cost relative to the operating budget as well as easier access to deeper levels of information to support data driven decision-making and increased transparency. A few specific examples include:

- Yardi Lease Management which facilitates compliance with GASB 87, Accounting for Leases.
- Tracking of budgeted and actual expenses at the lowest general ledger account number. This provides better visibility and understanding of spending to guide future decisions and budget development.
- Continued implementation of the Work Order system which is giving management greater insight into service needs and repair items. This will also allow the Port to develop a comprehensive preventative asset management plan for all assets under management.

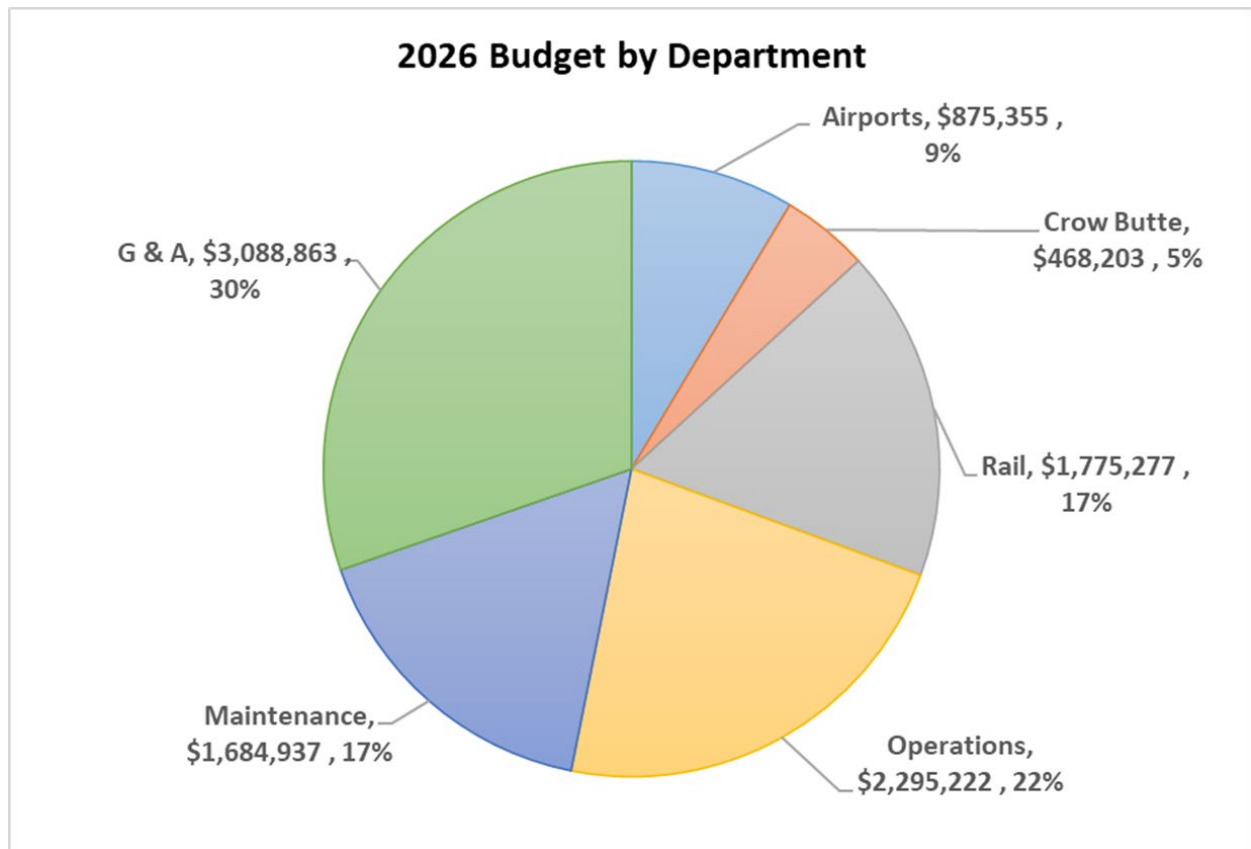
The following table illustrates the increases in software cost from 2021 to 2022, with costs leveling off in 2023. Software continues to be an important expense to support employee productivity, financial compliance and improved service to the Port's tenants and stakeholders.



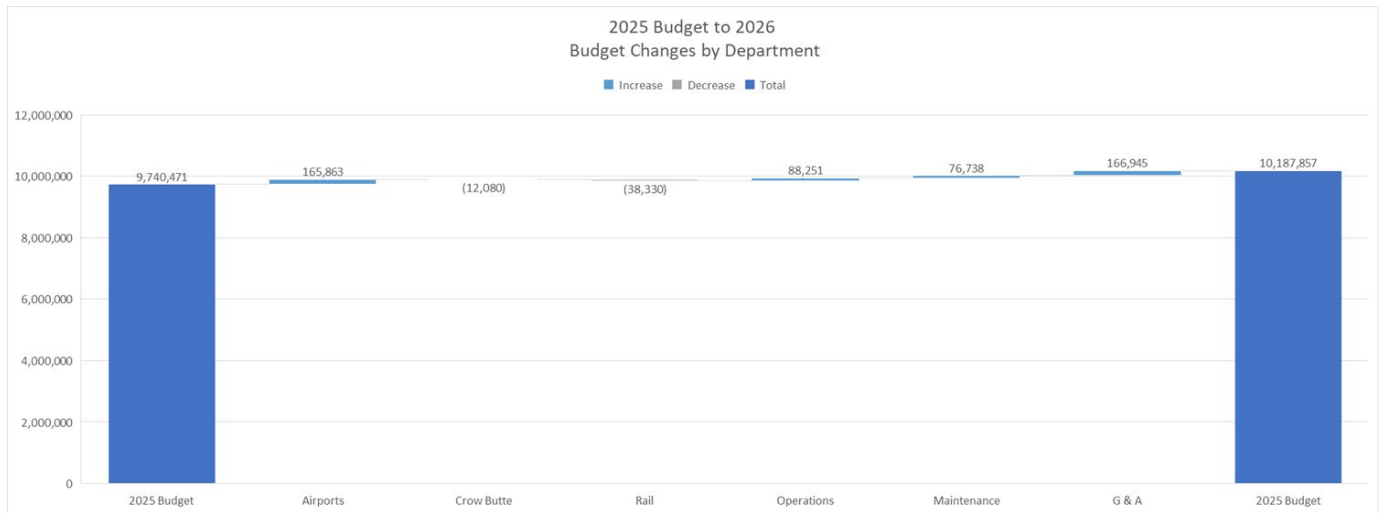
See Appendix F for a complete breakdown of the budgeted software cost for 2026.

Operating Expenses – By Functional Area

The preceding information presented the budgeted OpEx by type of expense. The following section breaks down the same OpEx by type the Port's various internal operating departments. The following chart is a visual overview of the total OpEx by department.



The following chart shows each operating department's changes from the 2025 budget to the 2026 budget.



There are no major changes in departmental budgets from 2025 to 2026.

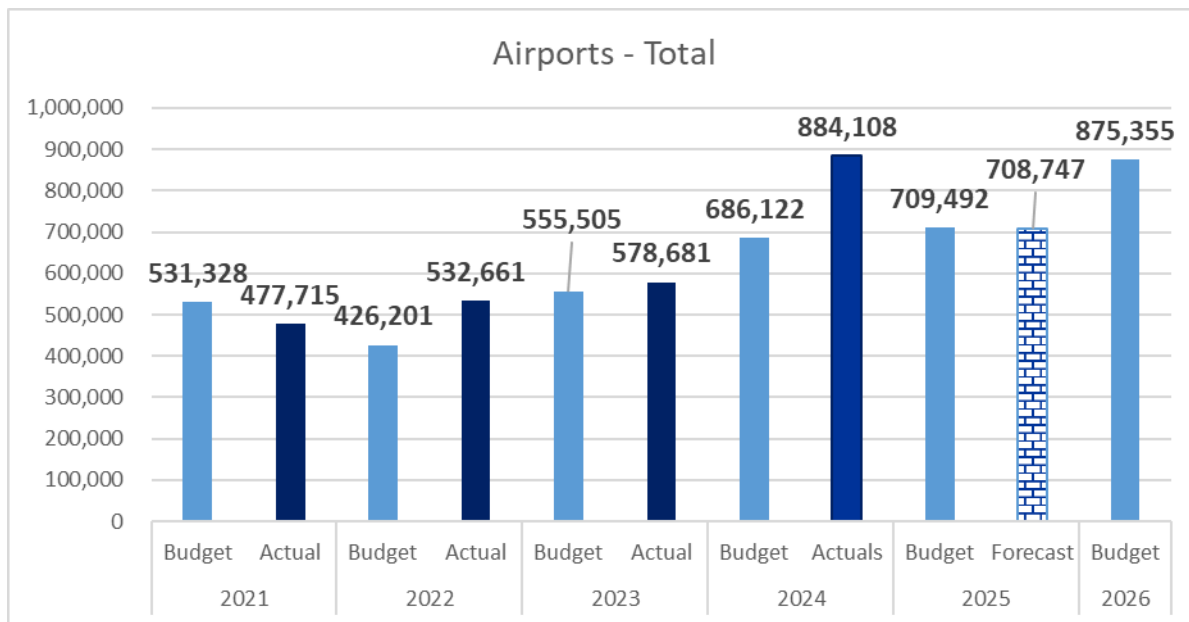
The Airport budget is increasing slightly primarily due to roofing repairs being budgeted as an OpEx expense while they have historically been budgeted as a capital item. This more closely aligns with accounting treatment requirements.

G & A has increased by 5.7%. Approximately 50% of this increase is due to the reallocation of liability insurance premiums from other departments to the G&A department. All other G&A expenses have increased by just 3%.

Airports (D100, D110 & D120)

The budget for Airports is comprised of three separate budgets. Costs are budgeted, tracked and reported separately for the Prosser Airport, the Richland Airport, and General Airport operations. This gives a greater level of data and insight to make informed data driven decisions for each airport. The general Airport budget is utilized to plan, track and monitor expenses associated with general airport management that is not specifically identified with each airport.

The following chart provides an overview of the combined Airport budgets for 2026 compared to prior years. As previously mentioned, the primary reason for the increase in the 2026 budget is reallocation of certain repair and maintenance expense from the capital budget to the OpEx budget.



The following table provides a complete breakdown of the major cost elements. It should be noted that this budget includes not only the costs to operate the two general aviation airports but also the costs associated with managing buildings and operations located within the airport boundaries but not necessarily associated with aviation operations.

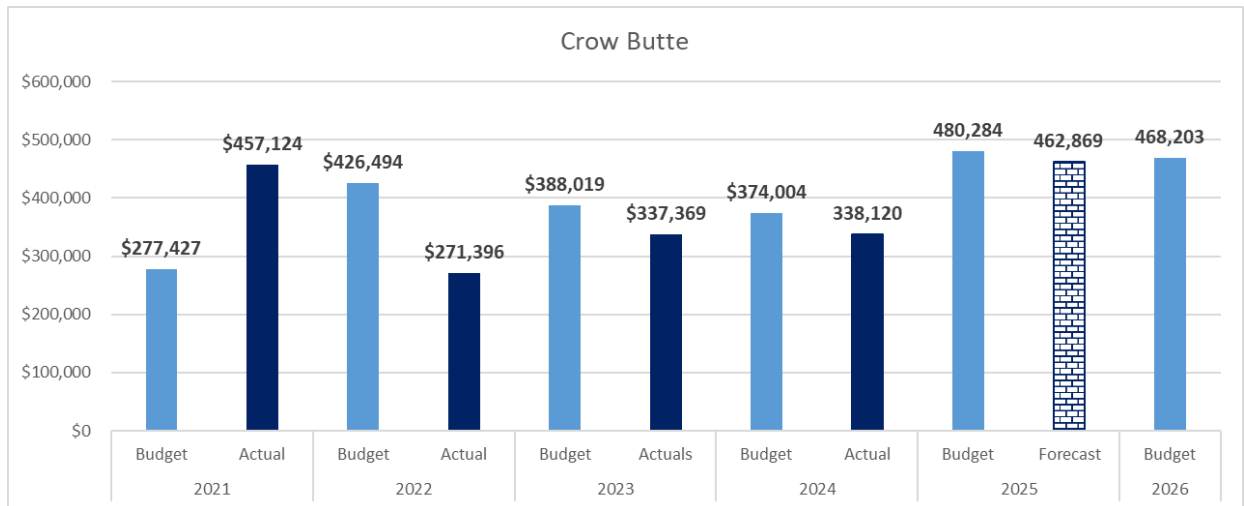
Airport Expenses				Change from Prior Budget		
Total	2024A	2025B	% of Total	2026B	Dollar	%
Salaries & Wages	185,396	161,924	30%	185,028	23,104	14%
Employee Benefits	57,285	50,448	8%	58,351	7,903	16%
Payroll Taxes	17,451	13,877	3%	15,661	1,784	13%
Professional Services	144,001	81,500	8%	51,500	(30,000)	-37%
Outside Labor	0	0	0%	0	0	n/a
Insurance	70,583	91,804	2%	96,826	5,022	5%
Facilities, Maintenance & Ops	128,493	118,053	19%	155,648	37,595	32%
Repairs & Maintenance	165,696	59,558	14%	159,057	99,498	167%
Utilities	88,172	87,548	14%	88,024	476	1%
Expendible Equipment	0	0	0%	6,000	6,000	n/a
Fuel & Vehicles	9,687	9,767	2%	10,688	921	9%
Office & Administration	5,694	8,609	1%	9,307	698	8%
IT	537	1,933	0%	1,744	(189)	-10%
Travel, Training & Meetings	3,824	10,013	1%	10,864	851	8%
Marketing & Promotion	2,081	1,849	0%	1,210	(639)	-35%
Appraisals & Lease	3,291	12,269	0%	24,842	12,573	102%
Taxes, Licenses & Fees	1,915	337	0%	604	267	79%
Other	0	0	0%	0	0	n/a
Interest & Financing	2	0	0%	0	0	n/a
Total Airport Expenses	884,108	709,492	100%	875,355	165,863	23%

The chart below shows the total breakdown of the Airport budgets for each of the separate Airport budget departments. It should be noted that in prior years, the General Airport budget department (D100) was not budgeted separately even though costs were accumulated at that level. Beginning in 2025, the General Airport department is budgeted and tracked separately.



Crow Butte (D200)

Over the past several years, significant time, attention and resources have been invested at Crow Butte Park. As a result of this work, the park is in great condition. The budget is increasing for Crow Butte primarily due to deferred maintenance that needs to be addressed. This includes park-wide tree trimming as well as significant repair and maintenance costs for the house and asphalt. Labor is increasing over prior years due to improved time tracking to capture the actual amount of effort needed for park operations.



					Change from PY Budget	
D200 - Crow Butte	2023A	2024A	2025B	2026B	Dollar	%
Salaries & Wages	94,987	76,704	107,738	164,441	56,704	60%
Employee Benefits	32,187	27,862	34,171	67,867	33,695	105%
Payroll Taxes	10,316	9,362	11,134	16,716	5,582	54%
Professional Services	130	0	2,500	2,500	0	0%
Outside Labor	64,128	56,625	85,000	4,500	(80,500)	-126%
Insurance	7,081	5,181	15,338	14,279	(1,059)	-15%
Facilities, Maintenance & Operations	23,285	21,986	50,072	60,571	10,499	45%
Repairs & Maintenance	32,590	58,473	91,995	40,449	(51,547)	-158%
Utilities	27,718	40,802	32,159	38,986	6,827	25%
Expendible Equipment	0	0	0	2,500	2,500	n/a
Fuel & Vehicles	15,505	13,450	19,650	24,129	4,478	29%
Office & Administration	8,016	7,944	9,023	8,121	(902)	-11%
IT	322	312	3,339	2,930	(409)	-127%
Travel, Training & Meetings	2,592	3,012	2,767	2,942	176	7%
Marketing & Promotion	2,509	1,670	2,488	2,914	427	17%
Appraisals & Lease	0	0	0	0	0	n/a
Taxes, Licenses & Fees	808	1,509	757	768	12	1%
Other	58	74	46	45	(2)	-3%
Interest & Financing	15,138	13,155	12,105	13,545	1,439	10%
Total Crow Butte Expenses	337,369	338,120	480,284	468,203	(12,080)	-2.5%

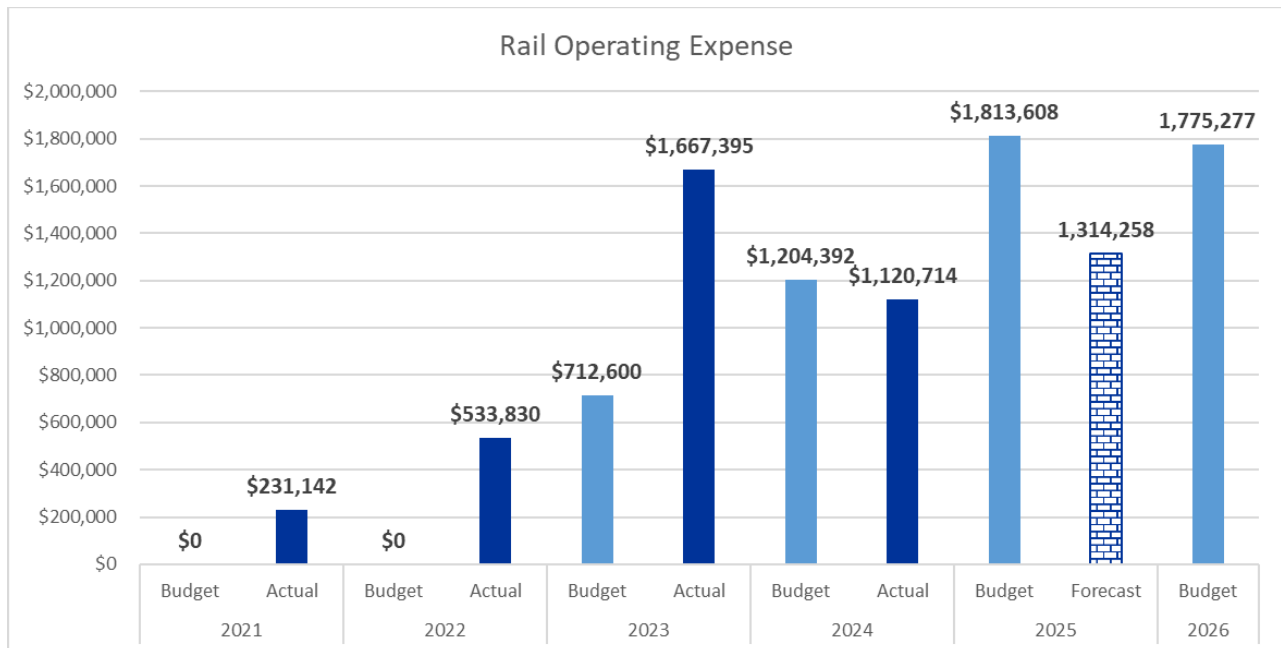
Rail (D310)

After a lengthy litigation process, the Port took back management responsibility for rail operations in late 2021. Since taking back the rail system and facilities, the Port has undertaken a complete assessment of the state of the entire rail and rail facilities infrastructure.

The budget for 2026 is expected to be slightly lower than the 2025 budget, going from \$1,813,608 to \$1,775,277. The primary reason for this increase is the expected award of a \$9.4 million grant. This grant will be used for substantial improvements to the rail system, leading to reduced repair and maintenance expense in 2026 as these improvements will be covered by grant funding.

The Port will also be preparing and submitting a quiet zone application which will allow trains to proceed through certain roadway intersections without having to use their horns when approaching the intersection.

The chart below shows the budget vs actuals for the Rail operating expense since taking back control in late 2021.



The proposed 2026 OpEx budget for Rail is shown below along with a comparison by cost element to prior years.

D310 - Rail	2023A	2024A	2025B	2026B	% of Total	Change from Prior Budget	
						Dollar	%
Salaries & Wages	50,503	44,483	115,437	171,816	10%	56,380	49%
Employee Benefits	16,558	9,115	33,276	50,120	3%	16,845	51%
Payroll Taxes	5,300	4,465	9,413	13,843	1%	4,430	47%
Professional Services	410,736	591,533	1,136,000	976,000	55%	(160,000)	-14%
Outside Labor	0	0	5,000	0	0%	(5,000)	-100%
Insurance	153,858	74,028	92,392	101,426	6%	9,035	10%
Facilities, Maintenance & Ops	93,430	37,065	51,233	51,792	3%	559	1%
Repairs & Maintenance	778,360	208,249	207,867	225,033	13%	17,165	8%
Utilities	126,761	133,606	123,611	153,500	9%	29,889	24%
Expendible Equipment	0	152	261	5,138	0%	4,877	1869%
Fuel & Vehicles	23,348	3,313	22,909	12,455	1%	(10,454)	-46%
Office & Administration	6,240	13,153	13,679	11,527	1%	(2,152)	-16%
IT	899	129	500	369	0%	(131)	-26%
Travel, Training & Meetings	0	39	997	965	0%	(32)	-3%
Marketing & Promotion	472	1,224	955	726	0%	(229)	-24%
Appraisals & Lease	0	0	0	125	0%	125	n/a
Taxes, Licenses & Fees	0	160	0	414	0%	414	n/a
Other	0	0	0	0	0%	0	n/a
Interest & Financing	930	0	79	26	0%	(53)	-67%
Total Rail Expenses	1,667,395	1,120,714	1,813,608	1,775,277	100%	(38,330)	-2%

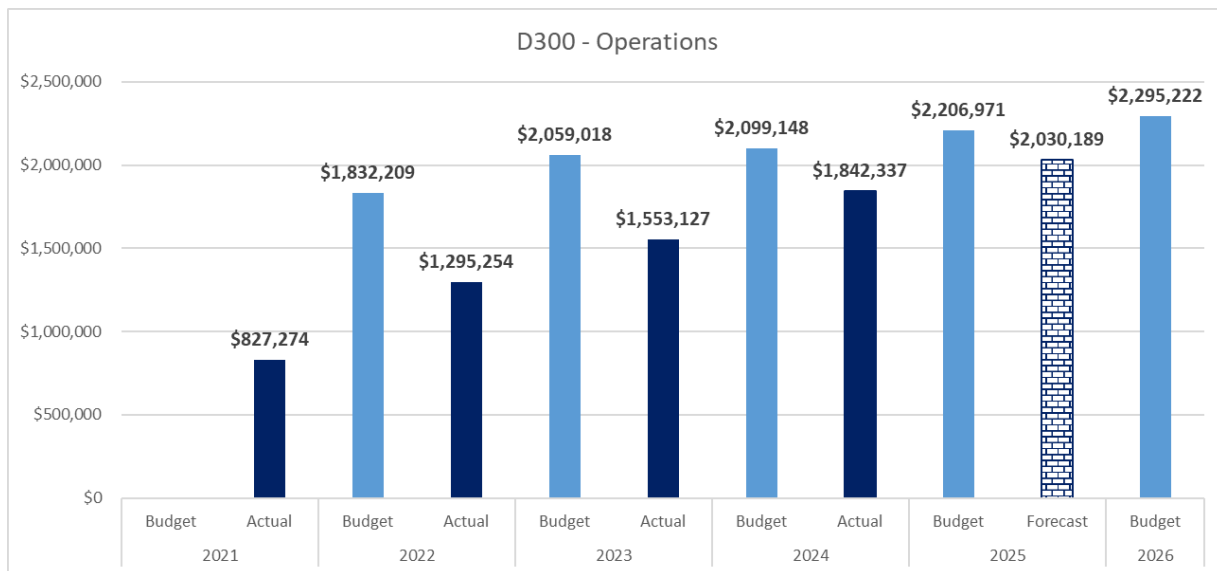
The growth in rail activity previously discussed, coupled with the planned development of the Intermodal Rail Facility, clearly underscores the need to continue to invest in the Port's rail and rail facilities assets to return and maintain these assets in a state of good repair.

Operations (D300)

The Operations Department has overall responsibility for property and lease management activities and the ongoing daily operations of properties and facilities. This includes activities and costs associated with marketing properties, lease document development and negotiations, tenant relations, land development planning, land surveys and other similar costs. It also includes normal, ongoing operating expenses such as utilities, insurance, etc.

The following chart compares the 2026 budget to prior years. However, it should be noted that a direct comparison to years prior to 2024 cannot be made since the Operations Department (D300) and the Facilities and Maintenance Department (D400) were previously combined for budgeting purposes, and actual expenses were not always consistently classified between these departments. Beginning in 2025, these departments are budgeted separately and are managed separately.

There are no significant changes in the 2026 budget compared to 2025.



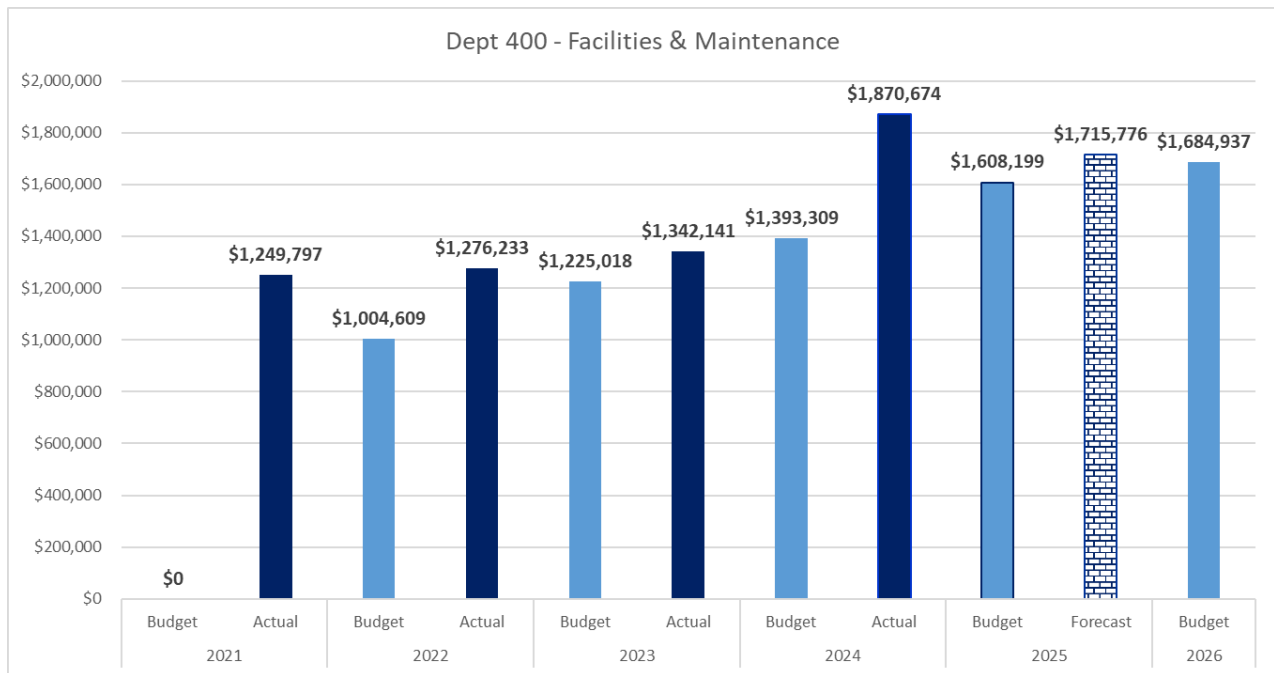
The proposed 2026 OpEx budget for Operations is shown below, along with a comparison by cost element to prior years.

D300 - Operations		2023A	2024A	2025B	2026B	Change from Prior Budget		
						% of Total	Dollar	%
Salaries & Wages	✓	89,349	180,246	336,929	307,408	13%	(29,521)	-9%
Employee Benefits	✓	24,519	34,882	99,820	96,756	4%	(3,064)	-3%
Payroll Taxes	✓	8,938	18,141	28,926	26,514	1%	(2,412)	-8%
Professional Services	✓	110,158	225,214	340,000	500,000	22%	160,000	47%
Outside Labor	✓	0	0	22,500	22,500	1%	0	0%
Insurance	✓	374,372	443,814	422,439	335,281	15%	(87,158)	-21%
Facilities, Maintenance & Ops	✓	337,518	346,942	398,062	407,828	18%	9,766	2%
Repairs & Maintenance	✓	10,399	32,548	12,572	17,033	1%	4,460	35%
Utilities	✓	415,100	405,342	391,954	413,242	18%	21,288	5%
Expendible Equipment	✓	35,043	5,371	18,407	14,705	1%	(3,702)	-20%
Fuel & Vehicles	✓	6,299	7,287	4,366	8,127	0%	3,760	86%
Office & Administration	✓	15,477	14,495	20,156	15,081	1%	(5,075)	-25%
IT	✓	24,458	52,853	15,496	11,838	1%	(3,658)	-24%
Travel, Training & Meetings	✓	3,422	6,373	3,016	3,382	0%	366	12%
Marketing & Promotion	✓	1,759	6,085	1,623	3,736	0%	2,112	130%
Appraisals & Lease	✓	49,303	19,449	47,039	67,723	3%	20,684	44%
Taxes, Licenses & Fees	✓	21,472	20,209	20,622	20,768	1%	146	1%
Other	✓	23,000	23,000	23,000	23,000	1%	0	0%
Interest & Financing	✓	2,540	87	41	299	0%	258	626%
Total Operations Expenses		1,553,127	1,842,337	2,206,971	2,295,222	100%	88,251	4%

Facilities & Maintenance (D400)

Facilities, Maintenance & Operations includes expenses necessary to support the ongoing, daily operations of the Port. It includes costs and activities such as painting, flooring replacement, landscaping, snow removal, security, repairs and maintenance and other similar expenses.

The following chart compares the 2026 budget to prior years. It should be noted, however, that a direct comparison to prior years cannot be made since the Operations Department (D300) and the Facilities and Maintenance Department (D400) were combined for budgeting purposes and actual expenses were not always consistently classified between these departments. Beginning in 2024 these departments are budgeted separately and are managed separately.



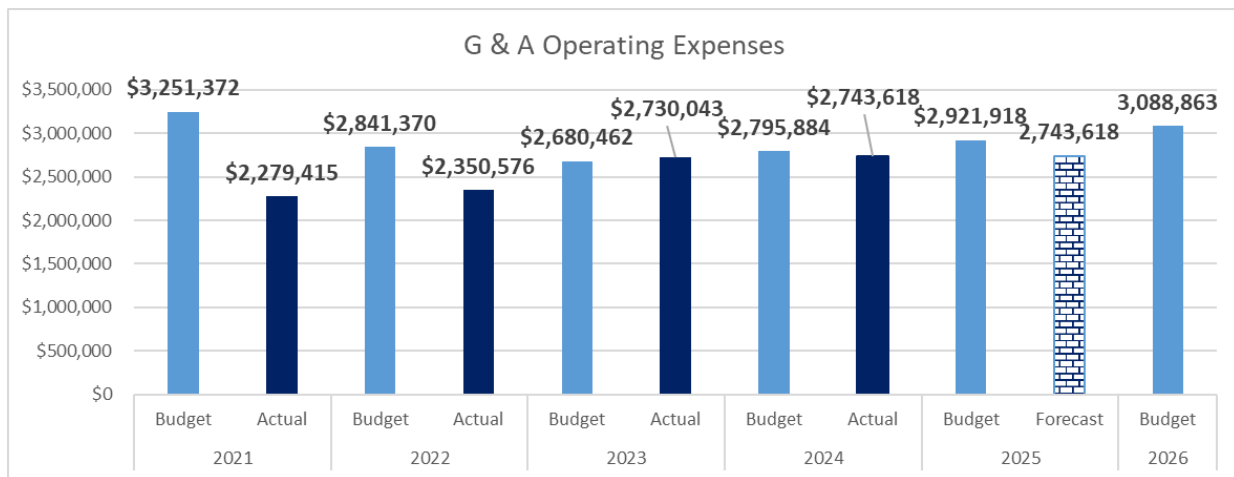
The proposed 2026 OpEx budget for Facilities and Maintenance is shown below along with a comparison by cost element to prior years.

D400 - Facilities	Change from PY Budget						
	2023A	2024A	2025B	2026B	% of Total	Dollar	%
Salaries & Wages	556,903	706,426	637,106	657,642	39%	20,536	3%
Employee Benefits	203,009	229,545	223,412	240,557	14%	17,145	8%
Payroll Taxes	64,120	89,825	71,697	73,242	4%	1,545	2%
Professional Services	0	7,226	0	0	0%	0	n/a
Outside Labor	30,269	0	25,000	25,000	1%	0	0%
Insurance	1,000	2,285	3,443	48,071	3%	44,628	1296%
Facilities, Maintenance & Ops	191,310	254,199	192,850	190,163	11%	(2,687)	-1%
Repairs & Maintenance	220,529	482,793	351,293	349,876	21%	(1,418)	0%
Utilities	5,331	252	4,579	2,995	0%	(1,583)	-35%
Expendible Equipment	500	1,384	3,585	4,188	0%	604	17%
Fuel & Vehicles	58,974	63,699	64,075	60,249	4%	(3,826)	-6%
Office & Administration	6,089	5,738	6,238	7,344	0%	1,106	18%
IT	709	19,182	19,303	10,735	1%	(8,568)	-44%
Travel, Training & Meetings	3,457	8,267	5,613	15,020	1%	9,406	168%
Marketing & Promotion	0	0	0	0	0%	0	n/a
Appraisals & Lease	0	0	0	0	0%	0	n/a
Taxes, Licenses & Fees	121	67	73	(145)	0%	(218)	-299%
Other	0	0	0	0	0%	0	n/a
Interest & Financing	(177)	(214)	(69)	0	0%	69	-100%
Total Facilities Expenses	1,342,141	1,870,674	1,608,199	1,684,937	100%	76,738	5%

General & Administrative (D500) and Marketing (D510)

The General & Administrative and Marketing (G & A) departments are responsible for the overall administration and management of the Port and economic development activities. Specific functions and responsibilities include legal, finance, contracts, human resources, training, community relations and overall management.

The following chart provides an overview of the G & A budget for 2026 compared to prior years.



The proposed 2026 OpEx budget for G & A is shown below along with a comparison by cost element to prior years. Overall, G & A costs are expected to increase by 5.7%, which is primarily due to the reallocation on liability insurance expense from other departments to G & A. Other costs have increased by only 3%.

G & A and Marketing Expenses	2023A	2024A	2025B	2026B	% of Total	Change from PY Budget	
						Dollar	%
Salaries & Wages	997,881	935,195	1,164,536	1,245,619	40%	81,082	7%
Employee Benefits	364,520	314,253	408,403	423,220	14%	14,817	5%
Payroll Taxes	80,037	76,977	93,257	99,004	3%	5,747	6%
Professional Services	622,330	671,898	387,000	377,250	12%	(9,750)	-2%
Outside Labor	29,997	83,641	38,228	5,500	0%	(32,728)	-120%
Insurance	3,631	10,507	2,684	82,154	3%	79,470	401%
Facilities, Maintenance & Ops	53,462	48,424	47,277	51,494	2%	4,217	9%
Repairs & Maintenance	1,283	0	447	432	0%	(14)	n/a
Utilities	34,502	36,554	27,462	34,501	1%	7,039	18%
Expendible Equipment	1,869	3,868	3,728	4,181	0%	453	6%
Fuel & Vehicles	2,066	1,581	1,869	1,928	0%	60	3%
Office & Administration	102,336	113,397	185,444	192,980	6%	7,537	5%
IT	159,568	128,570	218,157	214,495	7%	(3,662)	-3%
Travel, Training & Meetings	121,017	106,991	118,113	126,711	4%	8,598	9%
Marketing & Promotion	107,378	129,775	198,374	223,400	7%	25,025	16%
Appraisals & Lease	0	(16)	(9)	1,856	0%	1,866	25%
Taxes, Licenses & Fees	2,042	3,130	1,342	1,530	0%	188	-48%
Other	45,709	6,458	25,378	2,523	0%	(22,855)	n/a
Interest & Financing	417	20	229	84	0%	(144)	44%
Total G & A and Marketing Expenses	2,730,043	2,671,222	2,921,918	3,088,863	100%	166,945	5.7%

Promotional Hosting Expense

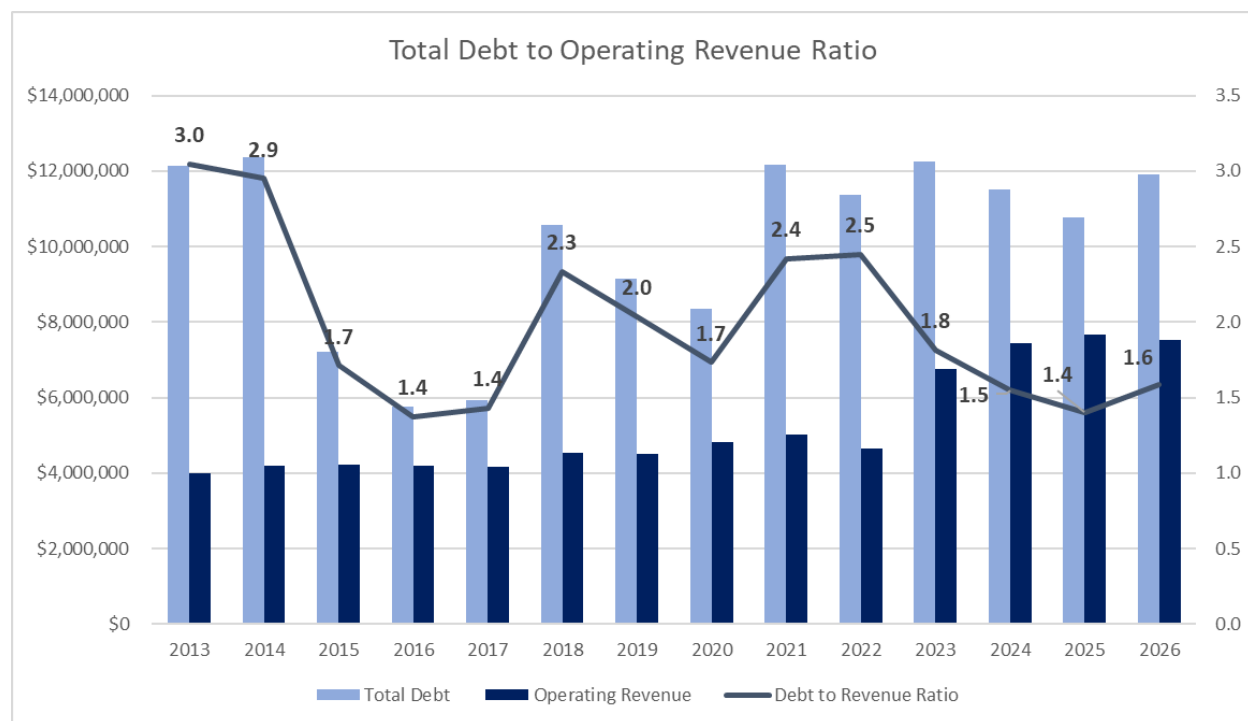
The non-Operating expense, Promotional Hosting, has been budgeted in the amount of \$1,000. This item is budgeted separately as required by the State of Washington RCWs. Appendix A contains more information regarding this expense.

Non-Operating Expenses/Outflows/Capital

Debt History

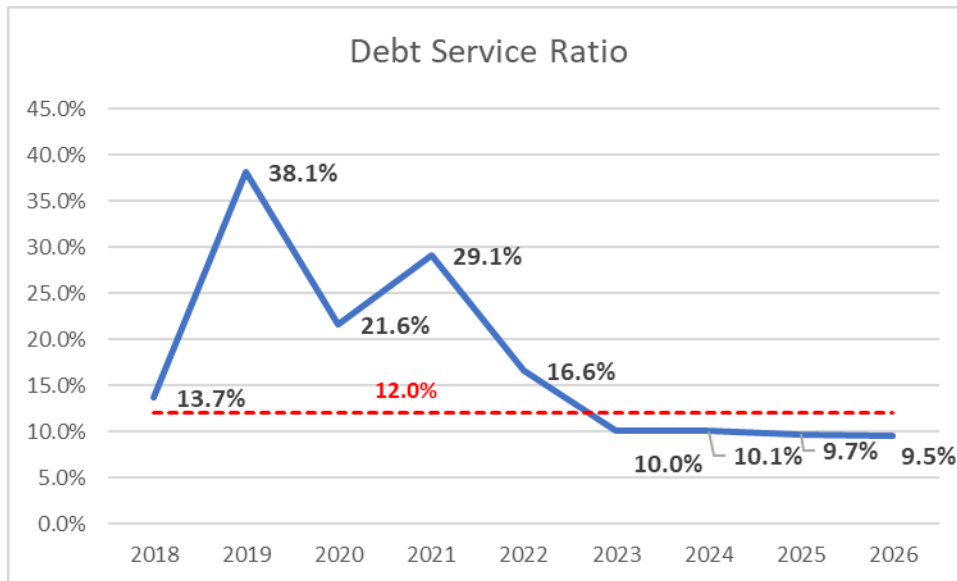
Debt can be an effective tool to finance Port activity when used appropriately. The following charts provide greater context on the use of debt for the prior 10 years and through the 2026 budget cycle.

The chart below shows the total debt (principal plus interest owing) along with the Operating Revenues and then computes the Total Debt to Operating Ratio. For this ratio, the lower the number the better since it indicates that the debt is lower relative to the amount of operating revenues. The average ratio from 2013 through 2023 has been 2.2. Due to the combination of decreasing debt levels coupled with increasing Operating Revenues, the budgeted ratio for 2026 is 36% better than the average for prior years.

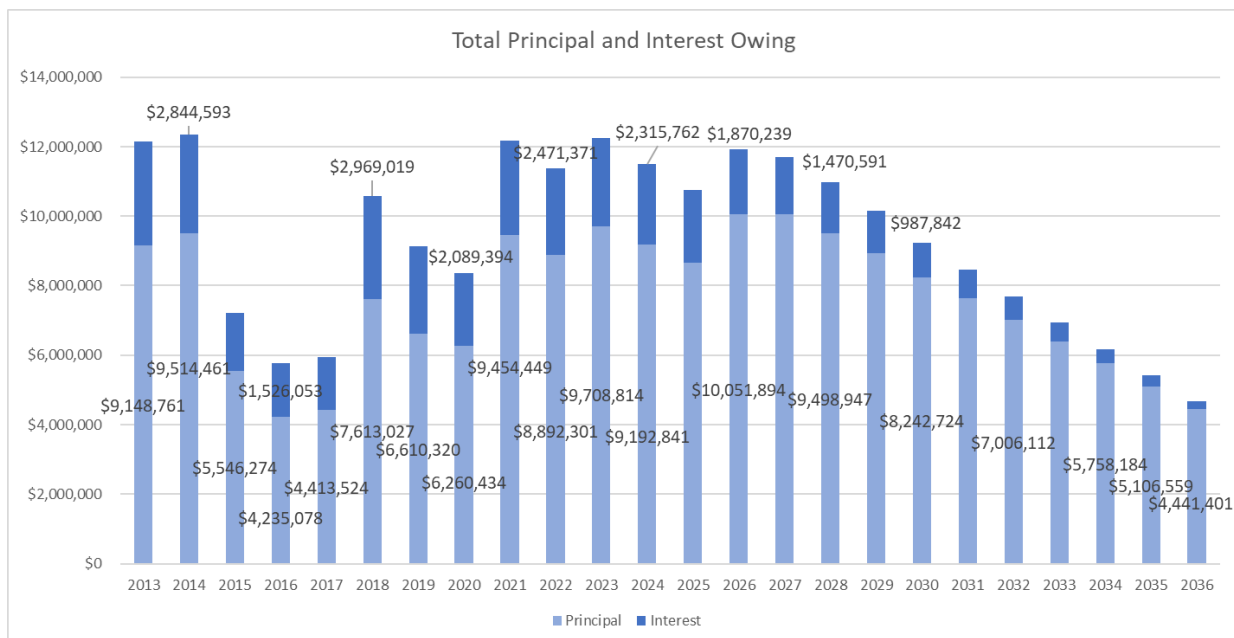


The Washington State Auditors Office (SAO) also looks at debt ratios when evaluating the financial strength of local government entities. A key debt ratio the SAO reviews is the Debt Ratio which compares annual debt payments (principal + interest) to annual Operating Revenues. The SAO considers a ratio of 12% or less to be an indication of a health debt ratio.

The Port's Debt Ratio was above the recommended limit for several years but has been decreasing annually since 2021 and has been under the 12% guideline for the prior 3 years and is budgeted to be 9.5% in 2026.



The Port's bond counsel has also indicated that the Port has additional debt/bond capacity of approximately \$12M, more than doubling the current debt level of \$8.7M.



Pending Loan Submission

The Port is in the process of obtaining funding from several sources to support the capital projects relating to the 2579 Stevens rail building modernization. It is anticipated that this funding will be a combination of grants, economic development loans and Port matching dollars. As the 2026 budget has been developed, a loan application has been submitted and tentatively approved by the Washington State Department of Commerce. This low interest loan is budgeted to be utilized in 2026 for \$1,896,000 and the remaining \$504,000 will be used in 2027 for a total loan of \$2.4 million.

Loan repayments under this loan will be deferred until after the project has been completed. As such, no loan repayments for this loan are included in the 2026 budget.

Interest Expense

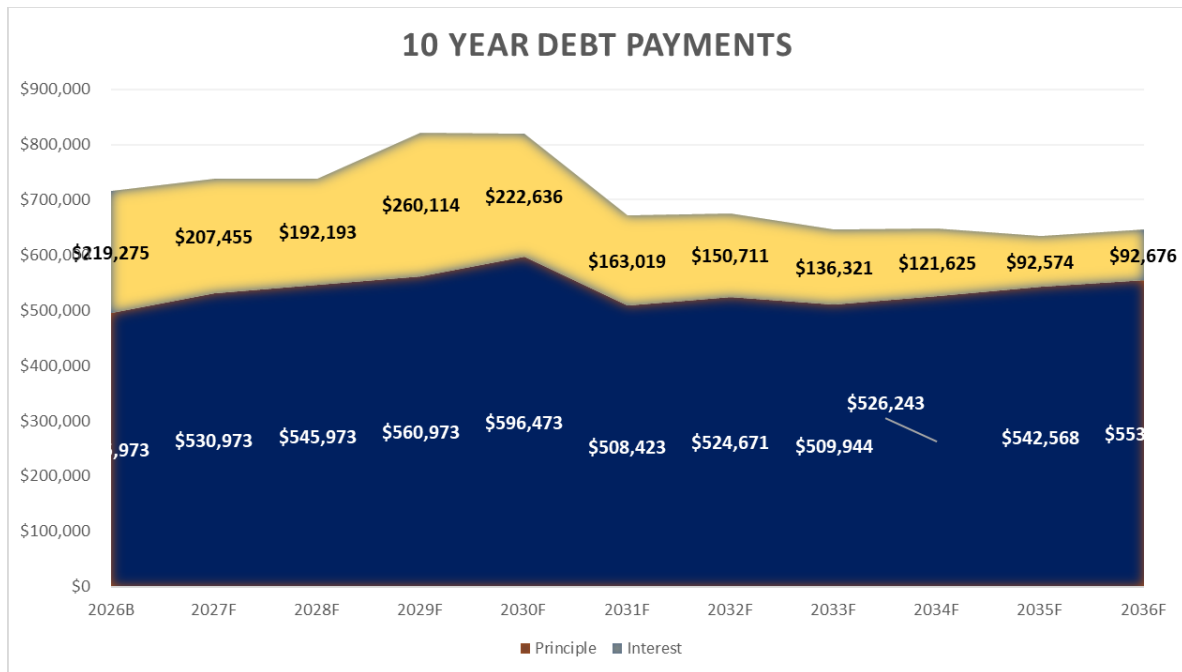
In June 2021, over \$6 million in older debt was refinanced, along with \$3.9 million acquired in new money at a near historic-low interest rate (2.57%). This transaction resulted in \$1.2 million net-present value savings (21%) over the remaining 13 years, substantially reducing debt service obligations to the taxpayer and delivering an asset that is already generating new revenues in the 2026 budget.

Additionally, the loans with the Washington State Department of Transportation (WSDOT) are interest-free. As mentioned previously, interest associated with the CARB loan is deferred for the first three years.

Interest Payments Owing	Interest Rate	2026 Budget	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast
Bond Payable - 2021A Go Bond Taxable	1.9%	\$150,675	\$147,455	\$144,393	\$140,901	\$136,923	\$132,629
Bond Payable - 2021B GO Bond Tax-Exempt	4.0%	\$68,600	\$60,000	\$47,800	\$35,200	\$22,200	\$8,800
Note Payable - WSDOT Loan 2023 RRB 1228	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Note Payable - WSDOT Loan RRB 1287	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
CARB Loan - 1845 Terminal Building	2.0%	\$0	\$0	\$0	\$84,013	\$63,513	\$21,590
CERB Loan - 2579 Building	2.0%						
		\$219,275	\$207,455	\$192,193	\$260,114	\$222,636	\$163,019

Debt Payments

The following table provides an overview of debt and interest payments currently owing over the next 10 years.



The Port has both bond repayments scheduled as well as loans with the State of Washington. The table below shows the budgeted principal payments for 2026 and the forecasted principal payments for the following five years.

Principle Payments Made	Interest Rate	2026 Budget	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast
Bond Payable - 2021A Go Bond Taxable	1.9%	\$230,000	\$175,000	\$180,000	\$185,000	\$190,000	\$350,000
Bond Payable - 2021B GO Bond Tax-Exempt	4.0%	\$215,000	\$305,000	\$315,000	\$325,000	\$335,000	\$70,000
Note Payable - WSDOT Loan 2023 RRB 1228	0.0%	\$24,973	\$24,973	\$24,973	\$24,973	\$24,973	\$0
Note Payable - WSDOT Loan RRB 1287	0.0%	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000
CARB Loan - Moe Building	2.0%	\$0	\$0	\$0	\$0	\$20,500	\$62,423
CERB Loan - 2579 Building	2.0%	\$0	\$0	\$0	\$0	\$0	\$0
		<u>\$495,973</u>	<u>\$530,973</u>	<u>\$545,973</u>	<u>\$560,973</u>	<u>\$596,473</u>	<u>\$508,423</u>

The table below shows the loan balances owing at the end of 2026 as well as a forecast for the following five years.

Debt Payments Owing	Interest Rate	2026 Budget	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast
Bond Payable - 2021A Go Bond Taxable	1.9%	\$380,675	\$322,455	\$324,393	\$325,901	\$326,923	\$482,629
Bond Payable - 2021B GO Bond Tax-Exempt	4.0%	\$283,600	\$365,000	\$362,800	\$360,200	\$357,200	\$78,800
Note Payable - WSDOT Loan 2023 RRB 1228	0.0%	\$24,973	\$24,973	\$24,973	\$24,973	\$24,973	\$0
Note Payable - WSDOT Loan RRB 1287	0.0%	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000
CARB Loan - 1845 Terminal Building	2.0%	\$0	\$0	\$0	\$84,013	\$84,013	\$84,013
CERB Loan - 2579 Building	2.0%	\$0	\$0	\$0	\$0	\$0	\$0
		<u>\$715,248</u>	<u>\$738,428</u>	<u>\$738,166</u>	<u>\$821,087</u>	<u>\$819,109</u>	<u>\$671,442</u>

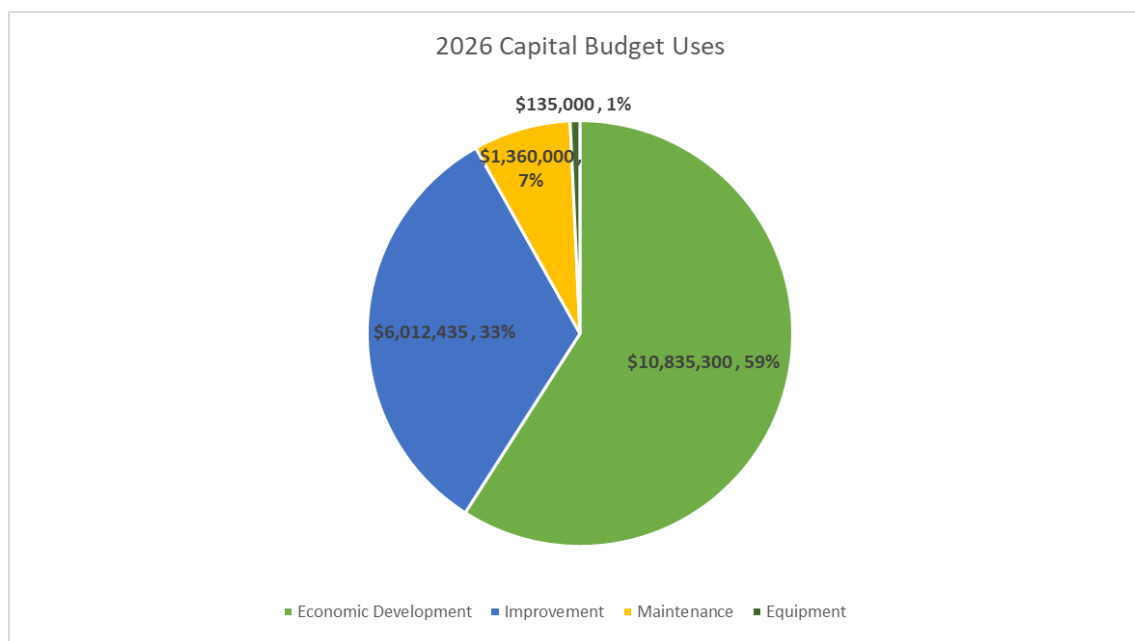
The bond repayments are funded by a portion of the Property Tax Revenue collected.

Capital

The Port expects a large number of projects in 2026, with \$18.3 million of project activity planned in 2026. These projects will mainly be funded by state and federal grants. As such, the actual project timing will be subject to the timing of grant awards and grant funding.

Project Location	Total Capital Projects	Less: Grant & Loan Funding	Total Port Funded Capital Projects	Port Capital Budget by Type			
				Economic Development	Improvement	Maintenance	Equipment
Port of Benton Entity-Wide	\$830,000	\$0	\$830,000	\$0	\$30,000	\$800,000	\$0
Richland Business Park	\$190,000	\$0	\$190,000	\$0	\$190,000	\$0	\$0
Technology & Business Campus	\$582,500	\$0	\$582,500	\$182,500	\$275,000	\$125,000	\$0
Intermodal Rail Facility	\$2,272,800	\$2,068,800	\$204,000	\$204,000	\$0	\$0	\$0
Prosser Wine & Food Park	\$10,000	\$0	\$10,000	\$0	\$0	\$10,000	\$0
Railroad Facility & Track	\$8,745,000	\$6,267,667	\$2,477,333	\$946,333	\$1,256,000	\$275,000	\$0
Richland Airport	\$2,194,435	\$2,050,425	\$144,010	\$0	\$129,010	\$15,000	\$0
Prosser Airport	\$3,163,000	\$3,000,000	\$163,000	\$0	\$108,000	\$55,000	\$0
Vintners Village	\$20,000	\$0	\$20,000	\$0	\$0	\$20,000	\$0
Clore Center	\$135,000	\$0	\$135,000	\$0	\$75,000	\$60,000	\$0
Crow Butte	\$110,000	\$0	\$110,000	\$0	\$65,000	\$0	\$45,000
Maintenance Equipment	\$90,000	\$0	\$90,000	\$0	\$0	\$0	\$90,000
Total Dollar Amount	\$18,342,735	\$13,386,892	\$4,955,843	\$1,332,833	\$2,128,010	\$1,360,000	\$135,000
	Funding Allocation	73.0%	27.0%	27%	43%	27%	3%

The chart below illustrates the planned use for the Total Capital Projects in 2026.



See Appendix H for a complete schedule of Capital Assets projects and purchases budgeted for 2026. Appendix E also contains an initial five-year capital improvement forecast.

Appendix A

Promotional Hosting

RCW 53.36.120: Under the authority of Article VIII, section 8, of the state Constitution, port district expenditures for industrial development, trade promotion or promotional hosting shall be pursuant to specific budget items as approved by the port commission at the annual public hearings on the port district budget.

RCW 53.36.130: Promotional Hosting - Source and Amount of Funds- Only from Gross Operating revenues and shall not exceed one percent thereof upon the first \$2,500,000 of such gross operating revenues, one-half of one percent upon the next \$2,500,000 of such operating gross revenues, and 1/4 of one percent on the excess over \$5,000,000 of such operating revenues: PROVIDED, HOWEVER, That in no case shall these limitations restrict a port district to less than twenty-five hundred dollars per year from any funds available to the port.

RCW 53.36.140: Port commissions shall adopt, in writing, rules and regulations governing promotional hosting expenditures by port employees or agents. Such rules shall identify officials and agents authorized to make such expenditures and the approved objectives of such spending, which are part of Resolution 23-25. Port commissioners shall not personally make such expenditures, or seek reimbursement therefore, except where specific authorization of such expenditures has been approved by the port commission. All payments and reimbursements shall be identified and supported appropriately.

The following table calculates the maximum Promotional Hosting amount available to the Port.

Total Gross Operating Revenues	\$7,515,250
1% of the 1st \$2,500,000	\$25,000
1/2 of 1% of 2nd \$2,500,000	\$12,500
1/4 of 1% of excess over \$5,000,000	\$6,288
Promotional Hosting Limit	\$43,788

The Port is budgeting \$1,000 for the 2026 Promotional Hosting budget.

Appendix B

Schedule of Grant Revenue/Inflow

The following table shows the anticipated grant awards by Port asset area. It is important to note that the grant process can be competitive and future anticipated grant awards are not certain. However, that is offset by the fact that new grant opportunities often become available that were not planned on at the time of the development of our 2026 budget.

Award Use	Grant Purpose	Awarding Agency	Funding Source	Status	Description	Grant Amount	PoB Matching Requirement	2026	2027	2028	2029
Barge & Dock Facilities											
Capital	Economic Development	Dept. of Commerce	State	Awarded	Port of Benton Inland Project	2,701,730	300,000	\$1,836,000			
Total North Horn Rapids Industrial Park						\$2,701,730	\$300,000	\$1,836,000	\$0	\$0	\$0
Railroad Facility & Track											
Capital	Economic Development	USDOT	Federal	Pending	BUILD (formerly RAISE) grant. Overall track improvements	\$9,400,000	\$2,000,000	\$3,186,667	\$4,000,000	\$4,000,000	\$0
Capital	Economic Development			Pending	2579 Steven Drive Facility Rehabilitations	\$1,700,000	\$0	\$1,185,000	515,000		
Total Rail Facility & Track						\$11,100,000	\$2,000,000	\$4,371,667	\$4,515,000	\$4,000,000	\$0
Intermodal Rail Facility											
Capital	Economic Development	Dept. of Commerce	State	Awarded	Port of Benton Inland Project	232,800	7,200	232,800			
Total Intermodal Rail Facility						\$232,800	\$7,200	\$232,800	\$0	\$0	\$0
Prosser Airport											
Capital	Improvement	FAA	Federal	Approved	Prosser Pavement Rehabilitation & Electrical Replacement - Construction	3,000,000	75,000	3,000,000			
Capital	Improvement	FAA	Federal	Approved	Construct Heliport/Helipad with Service Road - Design	155,000	17,222	-			155,000
Total Prosser Airport						3,155,000	92,222	3,000,000	-	-	155,000
Richland Airport											
Capital	Improvement				Apron Reconfiguration Design Project	\$200,000	\$2,385	\$54,600			
Capital	Improvement				Apron Reconfiguration Construction	\$2,047,000	\$73,000	\$1,995,825			
Capital	Improvement	FAA	Federal	Approved	Wildlife fencing around entire airport	\$205,000					\$205,000
Capital	Improvement	FAA - BIL Funds	Federal	Approved	Main Apron Reconfiguration - Design	\$180,000					
Capital	Improvement	FAA - BIL Funds	Federal	Approved	Main Apron Reconfiguration - Construction	\$918,000			\$918,000		
Total Richland Airport						\$3,550,000	\$75,385	\$2,050,425	\$918,000	\$0	\$205,000
Port Totals						\$20,739,530	\$2,474,807	\$11,490,892	\$5,433,000	\$4,000,000	\$360,000

Appendix C

Professional Services

Description	Department	2026 Budget	2025 Budget
Civil Rights Plan for Airports	Airports	\$0	\$30,000
Engineering - Miscellaneous Prosser Airport	Prosser Airport	\$10,000	\$10,000
Aviation Support and Maintenance Services	Prosser Airport	5,750	5,750
Prosser Airport Land Appraisal	Prosser Airport	0	10,000
Engineering - Miscellaneous Richland Airport	Richland Airport	30,000	30,000
Aviation Support and Maintenance Services	Richland Airport	5,750	5,750
Richland Airport Land Appraisal	Richland Airport	22,500	0
Engineering - Miscellaneous Crow Butte	Crow Butte	2,500	2,500
Technology Business Campus Planning (Waterfront)	Operations	175,000	15,000
Surveying	Operations	30,000	30,000
Planning & Platting	Operations	30,000	30,000
Appraisals	Operations	30,000	15,000
Engineering - Pavement Maintenance	Operations	10,000	10,000
Miscellaneous Architect	Operations	15,000	15,000
Engineering Consulting	Operations	240,000	240,000
Quiet Zone Application	Rail	75,000	75,000
Track Operations (Columbia Rail)	Rail	696,000	696,000
General Rail Technical Support	Rail	75,000	75,000
Annual Bridge Inspection	Rail	20,000	20,000
Engineering - Miscellaneous Rail	Rail	40,000	40,000
GREX Inspection	Rail	0	20,000
Holland Inspection	Rail	30,000	20,000
2579 Facility Renovation Engineering	Rail		150,000
Grant Writing - Rail	Rail	40,000	40,000
Transportation Study	G&A	0	12,000
Legal	G&A	175,000	150,000
Audits (Financial, Federal, Accountability)	G&A	37,000	35,000
Financial Statements Compilation	G&A	23,000	20,000
Strategic Plan Update	G&A	22,250	50,000
IT Hosted Server & Support	G&A	40,580	40,580
Website Compliance	G&A	10,000	25,000
Land Planning	Operations	25,000	25,000
Leadership Training	G&A	10,000	10,000
Prosser EDA - Grant Writer	G&A	25,000	25,000
Graphics Design	Marketing	10,000	10,000
Outside Marketing	Marketing	50,000	50,000
TOTAL		\$ 2,010,330	\$ 2,037,580
Totals without Rail Operator		\$ 1,314,330	\$ 1,341,580

Note - this total includes IT & Outside marketing classified differently in the budget line items.

Appendix D

Dues & Memberships

Below is an anticipated list of Dues and Memberships in the 2026 budget.

Organization	Meeting Frequency	2026 Yearly Dues	2025 Yearly Dues
American Association of Port Authorities (AAPA)	Periodic	\$13,500	\$15,124
American Association of Airport Executives (AAAE)	Periodic	\$1,650	\$1,650
American Short Line and Regional Rail Association	Periodic	\$0	\$2,025
Benton City Chamber of Commerce	Yearly	\$350	\$350
Benton-Franklin Council of Govt's (BFCOG)	Periodic	\$10,500	\$10,500
Energy Communities Alliance (ECA)	Monthly	\$1,500	\$950
Benton-Franklin-Walla Walla Counties Good Roads & Transpo	Monthly	\$250	\$250
Hispanic Chamber of Commerce	Annual	\$600	\$600
Leadership Tri-Cities	Annual	\$1,000	\$1,000
Pacific Northwest Waterways Association (PNWA)	Annual	\$11,500	\$11,500
Prosser Chamber of Commerce	Weekly	\$314	\$315
Tri-City Regional Chamber of Commerce	Monthly	\$375	\$375
Tri-Cities Regional Business and Visitors Center (TRI PORTS)	Annual	\$3,750	\$3,750
TRI PORTS - Tri-Cities Port	Quarterly		
Visit Tri-Cities	Monthly	\$5,000	\$5,000
Inland Ports and Navigation Group	Annual	\$10,000	\$10,000
Washington Airport Managers Association (WAMA)	Annual	\$1,300	\$1,300
Washington Public Ports Association (WPPA)	Periodic	\$11,000	\$11,000
Benton County Investment Board	Periodic		
Governmental Conference OEDP (COG)	Annual		
Hanford Communities (COR)	Periodic	\$5,000	\$5,000
Richland City Council Public Hearings	Occasional		
DOE Community Information Meeting	Periodic		
DOE Land Use Planning	Occasional		
Environmental Management Advisory Board	Monthly		
Hanford Nuclear Related Public Hearings	Occasional		
American Institute of Certified Public Accountants (AICPA)	Annual	\$550	\$550
Washington Society of Certified Public Accountants (WSCP)	Annual	\$330	\$330
Washington Finance Officers Association (WFOA)	Annual	\$150	\$150
Government Finance Officers Association (GFOA)	Annual	\$320	\$320
Institute of Management Accountants (IMA)	Annual	\$260	\$260
Washington State Bar Association (WSBA)	Periodic	\$0	\$500
Archbright	Annual	\$3,000	\$3,000
International Facility Management Association (IFMA)	Annual	\$0	\$2,000
Building Owners and Managers Association (BOMA)	Annual	\$0	\$2,500
Commercial Real Estate	Annual	\$60	\$60
Public Relations Society of America (Mid-Columbia Chapter)	Bi-Weekly	\$435	\$435
Municipal Research and Services Center (MRSC)	Annual	\$150	\$150
Washington Winegrowers Association	Annual	\$225	\$225
Association of Washington Business	Periodic	\$750	\$750
TRIDEC	Monthly	\$30,000	\$25,000
Washington Economic Development Association (WEDA)	Periodic	\$400	\$400
Washington Policy Center (WPC)	Periodic		
EWU President's Advisory Council	Periodic		
Fly Washington Passport Program	Periodic	\$1,500	\$0
International Economic Development Council (IEDC)	Annual	\$500	\$500
Richland Rotary	Monthly	\$1,000	\$1,000
Richland Chamber of Commerce	Monthly	\$750	\$750
Prosser EDA - Economic Development Services	Monthly	\$30,000	\$30,000
Pacific NW Assoc Rail Shippers - Rail	Bi-Annual	\$0	\$0
Other TBD	Annual	\$2,500	\$0
TOTAL		\$150,469	\$149,569

Appendix E

Conferences & Training

Description	Type	Meeting Frequency	2026 Amount	2025 Amount
Advanced Manufacturing (TBD)	Conference	Annual	\$1,000	\$1,000
AgTec Conference	Conference	Annual	\$850	\$850
American Assoc. of Port Authorities (AAPA) - Annual Mtg	Conference	Annual	\$6,400	\$6,400
American Assoc. of Port Authorities (AAPA) - Fin;Eng	Conference	Annual	\$1,300	\$1,300
American Assoc. of Port Authorities (AAPA) - Leadership	Conference	Annual	\$4,500	\$4,500
American Association of Airport Executives (AAAE)	Conference	Annual	\$3,000	\$3,000
Association of Washington Business (AWB)	Conference	Varies	\$2,500	\$2,500
Commerce Events - 4 TBD	Conference	TBD	\$2,000	\$2,000
Federal Aviation Association (FAA) Conference	Conference	Periodic	\$2,000	\$2,000
National Cleanup Workshop	Conference	Annual	\$1,950	\$1,950
Pacific Northwest Waterways Association (PNWA)	Conference	Annual	\$7,175	\$7,175
PNW Assoc. of Rail Shippers	Conference	Annual	\$930	\$930
TC Regional Chamber of Commerce Women in Business	Conference	Annual	\$750	\$750
WA Public Ports - Commissioners Seminar	Conference	Annual	\$1,215	\$1,215
WA Public Ports - Finance & Admin Committee	Conference	Annual	\$2,300	\$2,300
WA Public Ports -Annual Meeting	Conference	Annual	\$3,850	\$3,850
Washington Airport Managers Association (WAMA)	Conference	Annual	\$800	\$800
Washington Economic Development Association (WEDA)	Conference	Annual	\$855	\$855
Washington Finance Officers Association (WFOA)	Conference	Annual	\$1,390	\$1,390
Washington Winegrowers Conference	Conference	Annual	\$1,200	\$1,200
WPPA - Small Ports Annual Meeting	Conference	Annual	\$250	\$250
Forklift Training	Training	Annual	\$2,500	\$2,500
Safety & CPR Training	Training		\$2,500	\$0
Yardi Training/Conference	Training		\$5,000	\$0
Flagging Training	Training		\$2,500	\$0
Other - TBD	Training		\$5,000	\$0
TOTAL			\$63,715	\$48,715

Appendix F

Software

Software Description	Department	2026 Budgeted Amount	2025 Budgeted Amount
Sage Intacct ERP	G & A	\$42,525	\$40,500
Sage Intacct Wipfli Positive Pay	G & A	\$1,600	\$1,200
DSD Support (Basic) - Sage Intacct	G & A	\$5,250	\$5,435
Criterion HR & Payroll	G & A	\$5,400	\$3,000
Sage Intacct Planning & Budgeting	G & A	\$6,000	\$6,000
DSD Support (Basic) - Criterion	G & A	\$3,000	\$3,000
Asset Keeper	G & A	\$600	\$500
MS Office 365	All	\$5,820	\$5,500
Adobe	All	\$4,500	\$2,400
Adobe - Creative Suite	Marketing	\$3,500	\$3,060
FileVine	G & A	\$0	\$2,000
Smash, INC (phone text/website/social media backup)	G & A	\$10,500	\$9,500
Voyager - Work Order System	Facilities	\$10,000	\$14,500
Voyager - Property Management, Facility Manager	All	\$46,500	\$36,500
Facility Manager	Facilities	\$500	\$500
LogikCull (record request, redaction)	G & A	\$600	\$500
OutLaw Contract software	G & A	\$0	\$3,560
Barracuda (Email archiving)	All	\$3,500	\$1,000
DocuSign	G & A	\$500	\$500
Crow Butte Management	Crow Butte	\$2,400	\$2,400
Other Misc Software	All	\$12,000	\$12,000
Formidable Forms	Marketing	\$325	\$325
Total Software		\$ 165,020	\$ 153,880

Appendix G

Marketing Work Plan

Description	2026 TOTAL	2025 TOTAL
Literature	\$ 12,300	\$ 11,100
Crow Butte Brochure Printing	\$450	\$0
Entrepreneurial Awards Banquet - Richland Rotary	\$1,000	\$1,000
New Year Card Printing (400)	\$400	\$400
New Year Card/Dist. & Postage	\$400	\$400
Newsletter Distribution / 200 X 2	\$600	\$600
Newsletter Printing / 1,000 X 2	\$2,000	\$2,000
POB Brochure Printing	\$1,000	\$350
POB Business Cards	\$700	\$700
POB Trade Show Promo Cards	\$300	\$300
Real Estate Pitch Deck	\$0	
USS Triton Brochure Printing	\$450	\$350
USS Triton Displays	\$5,000	\$5,000
Real Estate Pitch Deck	\$ -	\$ -
Signs	\$ 5,000	\$ 2,000
Misc. Signs - Building, rail, decals, diebond, transp	\$5,000	\$2,000
Public Outreach - Printed & Digital	\$ 45,850	\$ 33,350
Progress Edition Article & AD (TCH)	\$0	\$2,000
JOB FOCUS MAG - FOCUS AG	\$0	\$1,500
Association of Washington Business Ad	\$2,000	\$0
Civil Air Patrol AD	\$600	\$600
Fly Washington Passport AD	\$1,000	\$1,000
Journal of Business Advertising - 4x/year	\$6,000	\$0
Port of Seattle Advertising	\$600	\$600
Prosser Balloon Rally	\$1,000	\$0
Puget Sound Journal of Business	\$15,000	\$10,000
Site Selector Magazine	\$2,750	\$2,750
Tasting Room Mag AD	\$3,000	\$3,000
Trade and Industry Development Magazine	\$0	\$0
Tri-Cities Regional Chamber of Commerce	\$2,000	\$2,000
Tri-City Herald Advertising	\$2,000	\$0
Visit Tri-Cities Visitor Guide	\$1,900	\$1,900
WA State Visitors Guide	\$3,500	\$3,500
Washington State Wine Mag AD	\$1,500	\$1,500
Washington Wine Growers	\$2,000	\$2,000
Yakima Vistor Guide	\$1,000	\$1,000

Description	2026 TOTAL	2025 TOTAL
Sponsorships	\$ 50,000	\$ 50,500
Association of WA Business (AWB)	\$3,000	\$3,000
Benton City Daze	\$1,000	\$1,000
Benton-Franklin Trends	\$1,000	\$1,000
Cool Desert Nights	\$1,500	\$1,500
Entrepreneurial Awards Banquet	\$1,000	\$1,000
Great Prosser Balloon Rally	\$2,500	\$2,500
General	\$2,500	\$0
Hispanic Chamber/SBDC	\$5,000	\$5,000
Prosser Chamber (Artwalk Glasses)	\$2,000	\$2,000
Prosser Chamber (Scottish Fest)	\$1,000	\$1,000
Prosser Chamber (Spirits of the West)	\$1,000	\$1,000
Prosser Wine Network Music Festival	\$2,500	\$2,500
RiverFest	\$6,000	\$6,000
Tri-City Legislative Council	\$500	\$500
TRIDEC Annual Meeting	\$2,000	\$2,000
United Way Festival of Trees	\$1,750	\$1,500
Visit Tri-Cities	\$0	\$0
Visit Tri-Cities Tri-Ports Regional Conference Room	\$3,750	\$0
Walter Clore Center Promotion	\$2,000	\$2,000
WSU Workforce Development - Small Business Support	\$10,000	\$10,000
Hispanic Chamber/EWU (Workforce)	\$0	\$2,000
Hanford Reach Monument	\$0	\$2,500
Bottles, Brews, BBQ (Prosser Memorial Health)	\$0	\$2,500
Port Branding	\$ 6,000	\$ 6,000
Shirts - Hats - Misc	\$6,000	\$6,000
Web-Media Advertising	\$ 12,300	\$ 12,300
LoopNet Real Estate Page	\$8,400	\$8,400
Website Hosting	\$1,500	\$1,500
Website Updates - Underground	\$2,400	\$2,400
Trade Shows	\$ 11,000	\$ 10,600
Building Business Partnerships (Regional)	\$1,000	\$1,000
Energy Communities Alliance (ECA) - New Nuclear	\$2,000	\$2,000
PNAA Aviation	\$500	\$0
Powergen Expo	\$500	\$500
Taste Washington - Seattle	\$500	\$500
Trade Shows - TBD	\$5,000	\$5,000
WineVit	\$1,500	\$1,000
AG EXPO (Tri-Ports)	\$0	\$600
Public Relations	\$ 9,600	\$ 4,600
Community Outreach - Videos	\$9,600	\$4,600
Events/Tenant Appreciation/Ribbon Cutting	\$ 17,000	\$ 15,000
Tenant Appreciation	\$12,000	\$10,000
Event Support - baskets, etc.	\$1,000	\$1,000
Events TBD - Tributes, ceremonies, etc.	\$3,000	\$3,000
Tenant Ribbon Cuttings	\$1,000	\$1,000
Miscellaneous	\$ 13,000	\$ 13,200
Marketing Computer and Audio/Visual Equipment	\$5,000	\$5,200
Plane & Pilot for Aerials	\$2,000	\$2,000
Portraits & Site Photos	\$6,000	\$6,000
Grand Total	\$ 182,050	\$ 158,650

Appendix H

Capital Plan

The following three pages provide the details for each capital project planned for 2026.

Location/Project Description	Type of Project (1)	Total Project Cost (2)	2026 Project Cost (3)	Offsetting Grants (4)	Offsetting Loans (5)	2026 Port Budget New/Increased (6) Projects	Prior Budget Carryovers (7)
Port of Benton Entity-Wide							
Port of Benton Blvd Repair	Maintenance	\$150,000	\$150,000			\$150,000	\$0
Port wide pavement maintenance	Maintenance	\$300,000	\$300,000			\$300,000	\$0
Port Wide Roofing & Replacement	Maintenance	\$250,000	\$250,000			\$250,000	\$0
Various HVAC replacements	Maintenance	\$100,000	\$100,000			\$100,000	\$0
Cameras, Security & Lighting	Improvement	\$30,000	\$30,000			\$30,000	\$0
Entity-Wide Total		\$830,000	\$830,000	\$0	\$0	\$830,000	\$0
Richland Business Park							
Automatic Gate & Opener-2345 Stevens	Improvement	\$60,000	\$60,000			\$60,000	\$0
2345 Stevens Downstairs Flooring upgrade - offices and breakroom	Improvement	\$80,000	\$80,000			\$80,000	\$0
2345 Stevens upstairs common bathroom Remodel	Improvement	\$50,000	\$50,000			\$50,000	\$0
Richland Business Park Total		\$190,000	\$190,000	\$0	\$0	\$190,000	\$0
Technology & Business Campus							
3100 George Washington Way Entry	Improvement	\$175,000	\$150,000			\$150,000	\$0
3110 Port of Benton Building Sign	Economic Development	\$45,000	\$45,000			\$0	\$45,000
3110 Port of Benton Blvd Carpet	Economic Development	\$275,000	\$137,500			\$137,500	\$0
3250 Port of Benton - LED Interior	Improvement	\$75,000	\$75,000			\$75,000	\$0
3250 Port of Benton HVAC (East Side)	Maintenance	\$125,000	\$125,000			\$125,000	\$0
3250 Center Conference Room Remodel	Improvement	\$100,000	\$50,000			\$50,000	\$0
White Bluffs Center Phase II	Economic Development	\$5,000,000	\$0			\$0	\$0
Triton Interior/Exterior Painting	Economic Development	\$200,000	\$0			\$0	\$0
Technology & Business Campus Total		\$5,995,000	\$582,500	\$0	\$0	\$537,500	\$45,000
Intermodal Rail Facility							
Initial Intermodal Rail Facility Planning	Economic Development	\$232,800	\$232,800	\$232,800		\$0	\$0
Port Electrification (Barge Facility)	Economic Development	\$3,000,000	\$2,040,000	\$1,836,000		\$204,000	\$0
Intermodal Rail Facility Development	Economic Development		\$0			\$0	\$0
Intermodal Rail Facility		\$3,232,800	\$2,272,800	\$2,068,800	\$0	\$204,000	\$0
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

Location/Project Description	Type of Project (1)	Total Project Cost (2)	2026 Project Cost (3)	Offsetting Grants (4)	Offsetting Loans (5)	2026 Port Budget	Prior Budget Carryovers (7)
						New/Increased (6) Projects	
Railroad Facility & Track							
2579 Stevens Modernization							
Phase 1 Renovation	Economic Development	\$5,572,500	\$4,380,000	\$1,185,000	\$1,896,000	\$133,000	\$1,166,000
Water line north	Economic Development	\$500,000	\$0	\$0		\$0	\$0
LED Lighting Upgrade	Improvement	\$90,000	\$90,000			\$90,000	\$0
2579 Stevens Air Compressor Dryer System	Maintenance	\$50,000	\$50,000			\$50,000	\$0
5 Acre Laydown Asphalt Drainage Repair	Maintenance	\$175,000	\$175,000			\$175,000	\$0
Track & Crossings							
Ongoing Crosstie & ballast replacement and Maintenance		\$400,000	\$0	\$0		\$0	\$0
White Bluffs Southern Connection Rail (RAIS)	Economic Development	\$12,000,000	\$4,000,000	\$3,186,667		\$813,333	\$0
Relocate electrical & berm	Economic Development	\$0	\$0			\$0	\$0
Columbia Park Trail Bridge Shims	Maintenance	\$50,000	\$50,000			\$0	\$50,000
Railroad Facility & Track Total		\$18,937,500	\$8,745,000	\$4,371,667	\$1,896,000	\$1,261,333	\$1,216,000
Richland Airport							
Apron Reconfiguration Design Project	Improvement	\$200,000	\$57,435	\$54,600		\$2,835	\$0
Apron Reconfiguration Construction	Improvement	\$2,047,000	\$2,047,000	\$1,995,825		\$51,175	\$0
Snowplow	Maintenance	\$15,000	\$15,000			\$15,000	\$0
Security Gate	Improvement	\$5,000	\$5,000			\$5,000	\$0
1845 Terminal Drive Improvements	Improvement	\$80,000	\$40,000			\$40,000	\$0
Wildlife fencing around entire airport	Improvement	\$230,000	\$0	\$0	\$0	\$0	\$0
Roof Coatings	Improvement	\$30,000	\$30,000			\$30,000	\$0
Richland Airport Total		\$2,607,000	\$2,194,435	\$2,050,425	\$0	\$144,010	\$0
Prosser Airport							
Maintenance Shop Upgrades	Maintenance	\$15,000	\$15,000			\$0	\$15,000
Automatic Gate	Improvement	\$48,000	\$0			\$0	\$0
Prosser Pavement Rehabilitation & Electrical Replacement - Construction	Improvement	\$3,158,000	\$3,073,000	\$3,000,000		\$0	\$73,000
Roofing	Maintenance	\$40,000	\$40,000			\$40,000	\$0
Hagarty Ln Warehouse Build Out	Economic Development	\$150,000	\$0			\$0	\$0
Construct Heliport/Helipad with Service Road	Economic Development	\$175,000	\$0			\$0	\$0
New Septic System	Improvement	\$10,000	\$10,000			\$10,000	\$0
Replace Septic System at 15 W Nunn	Improvement	\$15,000	\$15,000			\$0	\$15,000
Prosser Airport Sign	Improvement	\$10,000	\$10,000			\$10,000	\$0
Prosser Airport Total		\$3,621,000	\$3,163,000	\$3,000,000	\$0	\$60,000	\$103,000
Vintners Village							
Irrigation Pumps	Maintenance	\$20,000	\$20,000			\$0	\$20,000
Building	Economic Development	\$3,100,000	\$0			\$0	\$0
Vintners Village Total		\$3,120,000	\$20,000	\$0	\$0	\$0	\$20,000
Clore Center							
Irrigation Ponds and Pump	Maintenance	\$60,000	\$60,000			\$60,000	\$0
A/V System	Improvement	\$75,000	\$75,000			\$75,000	\$0
Clore Center Total		\$135,000	\$135,000	\$0	\$0	\$135,000	\$0
Crow Butte							
Golf Cart	Equipment	\$10,000	\$10,000			\$10,000	\$0
Ranger UTV Crow Butte	Equipment	\$60,000	\$0			\$0	\$0
Kiosk and Gate at Crow Butte	Improvement	\$50,000	\$50,000			\$50,000	\$0
Ice and Water Vending Machines	Improvement	\$15,000	\$15,000			\$15,000	\$0
Rac-o-vac	Equipment	\$35,000	\$35,000			\$35,000	\$0
Crow Butte Total		\$170,000	\$110,000	\$0	\$0	\$110,000	\$0
Maintenance Facilities & Equipment							
Maintenance Vehicle	Equipment	\$100,000	\$0			\$0	\$0
Cab over Isuzu w/dump bed	Equipment	\$40,000	\$40,000			\$5,000	\$35,000
16' Landscape Trailer	Equipment	\$15,000	\$15,000			\$15,000	\$0
Grandstand Mower	Equipment	\$20,000	\$20,000			\$20,000	\$0
Small Garbage Truck	Equipment	\$75,000	\$0			\$0	\$0
Street Sweeper	Equipment	\$75,000	\$0			\$0	\$0
Plumbing Scope & Jetter	Equipment	\$15,000	\$15,000			\$15,000	\$0
Salk Shop Remodel & Upgrades	Maintenance	\$75,000	\$0			\$0	\$0
Maintenance Equipment Total		\$415,000	\$90,000	\$0	\$0	\$55,000	\$35,000
Grand Total		\$39,263,300	\$18,342,735	\$11,490,892	\$1,896,000	\$3,526,843	\$1,429,000

The following three pages are the Port's five-year capital investment forecast. This information will continue to be developed throughout 2026.

Location/Project Description	Estimated Future Year Total Project Cost (8)					
	2027	2028	2029	2030	2030	5 Year Forecast
Port of Benton Entity-Wide						
Port of Benton Blvd Repair	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Port wide pavement maintenance	\$325,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,725,000
Port Wide Roofing & Replacement	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	
Various HVAC replacements	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Cameras, Security & Lighting	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
Entity-Wide Total	\$955,000	\$980,000	\$980,000	\$980,000	\$980,000	\$3,625,000
Technology & Business Campus						
3100 George Washington Way Entry	\$25,000					\$25,000
3110 Port of Benton Building Sign						\$0
3110 Port of Benton Blvd Carpet	\$137,500					\$137,500
3250 Port of Benton - LED Interior		\$100,000				\$100,000
3250 Port of Benton HVAC (East Side)						\$0
3250 Center Conference Room Remodel	\$50,000					
White Bluffs Center Phase II	\$1,000,000	\$4,000,000				\$5,000,000
Triton Interior/Exterior Painting	\$100,000	\$100,000				
Technology & Business Campus Total	\$1,312,500	\$4,200,000	\$0	\$0	\$0	\$5,262,500
Intermodal Rail Facility						
Initial Intermodal Rail Facility Planning						
Port Electrification (Barge Facility)	\$782,000					\$782,000
Intermodal Rail Facility Development	\$1,000,000	\$2,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000
Intermodal Rail Facility	\$1,782,000	\$2,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,782,000

Location/Project Description	Estimated Future Year Total Project Cost (8)					
	2027	2028	2029	2030	2030	5 Year Forecast
Railroad Facility & Track						
2579 Stevens Modernization						\$0
Phase 1 Renovation	\$1,192,500					\$1,192,500
Water line north	\$250,000	\$250,000				\$500,000
LED Lighting Upgrade						
2579 Stevens Air Compressor Dryer System						\$0
5 Acre Laydown Asphalt Drainage Repair						\$0
						\$0
Track & Crossings						
Ongoing Crosstie & ballast replacement and main	\$400,000	\$420,000	\$441,000	\$463,050	\$486,203	\$2,210,253
White Bluffs Southern Connection Rail (RAISE Gra	\$4,000,000	\$4,000,000				\$8,000,000
Relocate electrical & berm	\$150,000	\$150,000				\$300,000
Columbia Park Trail Bridge Shims						
Railroad Facility & Track Total	\$5,992,500	\$4,820,000	\$441,000	\$463,050	\$486,203	\$12,202,753
Richland Airport						
Apron Reconfiguration Design Project	\$142,565					\$142,565
Apron Reconfiguration Construction	\$0					\$0
Snowplow						
Security Gate						
1845 Terminal Drive Improvements	\$40,000					
Wildlife fencing around entire airport				\$230,000		\$230,000
Roof Coatings	\$30,000					
Richland Airport Total	\$212,565	\$0	\$0	\$230,000	\$0	\$372,565
Prosser Airport						
Maintenance Shop Upgrades						\$0
Automatic Gate	\$48,000					\$48,000
Prosser Pavement Rehabilitation & Electrical Replacement - Construction						\$0
Roofing						
Hagarty Ln Warehouse Build Out	\$150,000					
Construct Heliport/Helipad with Service Road - Design				\$175,000		\$175,000
New Septic System						
Replace Septic System at 15 W Nunn						
Prosser Airport Sign						
Prosser Airport Total	\$198,000	\$0	\$0	\$175,000	\$0	\$223,000
Vintners Village						
Irrigation Pumps						
Building	\$500,000	\$2,600,000				
Vintners Village Total	\$500,000	\$2,600,000	\$0	\$0	\$0	\$0
Clore Center						
Irrigation Ponds and Pump	\$60,000					
A/V System						
Clore Center Total	\$60,000	\$0	\$0	\$0	\$0	\$0

Location/Project Description	Estimated Future Year Total Project Cost (8)					
	2027	2028	2029	2030	2030	5 Year Forecast
Crow Butte						
Golf Cart						\$0
Ranger UTV Crow Butte	\$30,000		\$30,000			\$60,000
Kiosk and Gate at Crow Butte						\$0
Ice and Water Vending Machines	\$15,000					\$15,000
Rac-o-vac	\$35,000					\$35,000
Crow Butte Total	\$80,000	\$0	\$30,000	\$0	\$0	\$110,000
Maintenance Facilities & Equipment						
Maintenance Vehicle		\$100,000	\$75,000	\$75,000	\$75,000	\$325,000
Cab over Isuzu w/dump bed						\$0
16' Landscape Trailer	\$15,000					\$15,000
Grandstand Mower						\$0
Small Garbage Truck	\$75,000					\$75,000
Street Sweeper		\$75,000				\$75,000
Plumbing Scope & Jetter						
Salk Shop Remodel & Upgrades	\$75,000					\$75,000
Maintenance Equipment Total	\$165,000	\$175,000	\$75,000	\$75,000	\$75,000	\$565,000
Grand Total	\$11,257,565	\$14,775,000	\$2,526,000	\$2,923,050	\$2,541,203	\$29,142,818



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