PORT OF BENTON

PORT OF BENTON 2027 COMPREHENSIVE PLAN

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

November 2026



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Introduction

1.1 History of Washington Ports

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

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

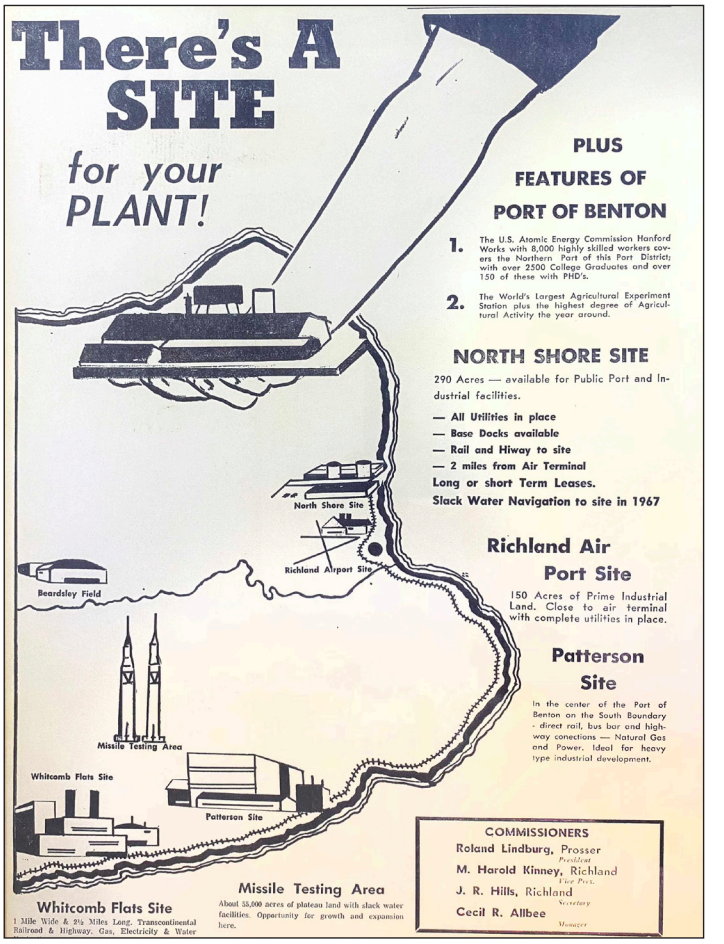


Figure 1. Port of Benton Historical Ad



Figure 2. Port of Benton 65th Anniversary Graphic (2023)

1.2 Port of Benton



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



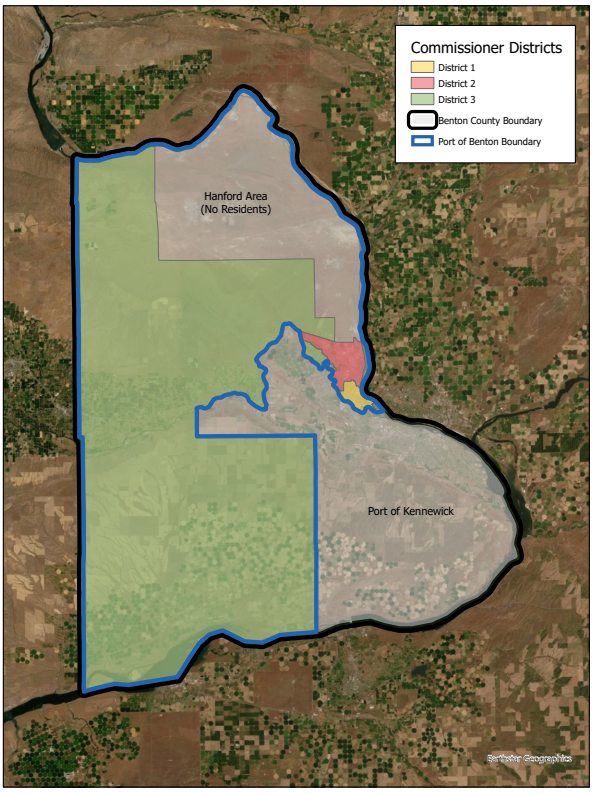
The Port was chartered to "promote industrial development and transportation, including general aviation, in Benton County." The Port's district encompasses two-thirds of Benton County and is bordered on the west by Yakima County and Klickitat County, on the north by the Columbia River, on the east by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

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

1.3 Jurisdiction and Governance

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

Figure 3. Jurisdiction and Commissioner District Boundary Map



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

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

As of November 2026, the Port commissioners include Bill O'Neil, District 1; Scott D. Keller, District 2; and Lori Stevens, District 3. The Port's executive director is Diahann Howard.



Bill O'Neil
PRESIDENT

District 1



Scott D. Keller
VICE PRESIDENT

District 2



Lori Stevens
SECRETARY

District 3



Diahann Howard, PPM®, PPX®
EXECUTIVE DIRECTOR

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Benton County

2.1 Overview

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

According to the Washington State Office of Financial Management, Benton County's population is 224,513 (2026). The county seat is in the City of Prosser, with an estimated 2026 population of 6,654 people.

The entire Tri-Cities Metropolitan Statistical Area (MSA) has a population nearing 325,000 people (U.S. Census). The MSA includes Kennewick and Richland on Benton County's eastern border and Pasco in Franklin County.

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

Since this growth is dramatic in the short-term, it tends to hide a long-term problem that necessitates dramatic efforts to diversify the local economy. While replacing Hanford jobs is the epicenter of Benton County's desire for economic diversification with similar levels of research and technology jobs, there is also an effort to support existing agribusinesses growing within the county, such as wineries. The City of Prosser is an excellent example of capturing the wine industry's production and tourism within Vintners Village and the Wine and Food Park.
The median household income, as of 2026, for Benton County and Franklin County was $122,895. There is continued growth in the wine industry, with over 900 wineries in Washington state, and 200 within an hour's drive of Tri-Cities. The housing market continues to remain strong, with a median housing price of $497,200 within the counties (Tri-Cities Association of Realtors) (Source data: Benton Franklin Trends, TRIDEC).

The Port's sites in Prosser are an excellent example of capturing the wine industry's production and tourism. In Richland, the Port's partnerships with the City of Richland, Washington State University Tri-Cities, Pacific Northwest National Laboratory, Energy Northwest and the Manhattan Project National Historical Park are key as the community continues to transition away from sole economic reliance on Hanford and its associated operations.



Figure 4. Benton County, Washington (Shaded in Blue)

03

Comprehensive Plan Requirements

3.1 Purpose

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

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

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

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

A COMPREHENSIVE PLAN MUST INCLUDE THE FOLLOWING:

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

3.2 Consistency with Other Plans

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

Incorporated plans adopted by this reference include:

- The Prosser Airport Master Plan and Airport Layout Plan
- The Richland Airport Master Plan and Airport Layout Plan
- North Horn Rapids Master Plan
- Rail Master Plan
- Crow Butte Master Plan
- 2020-2030 Strategic Plan
- Capital Improvement Plan

04

Port Asset Inventory

4.1 Introduction

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

4.2 Property Asset Location

The Port manages approximately 2,700 acres, as generally depicted on the map below. For planning, management, and development purposes, Port-owned properties and facilities are classified according to their primary function and intended use, including:

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

1. ***Technology & Business Campus***
2. ***Richland Business Park***
3. ***Richland Innovation Center***
4. ***Northwest Advanced Clean Energy Park***
5. ***Richland Airport***
6. ***Prosser Wine and Food Park***
7. ***Clore Center***
8. ***Vintners Village***
9. ***Prosser Airport***
10. ***Crow Butte Park***

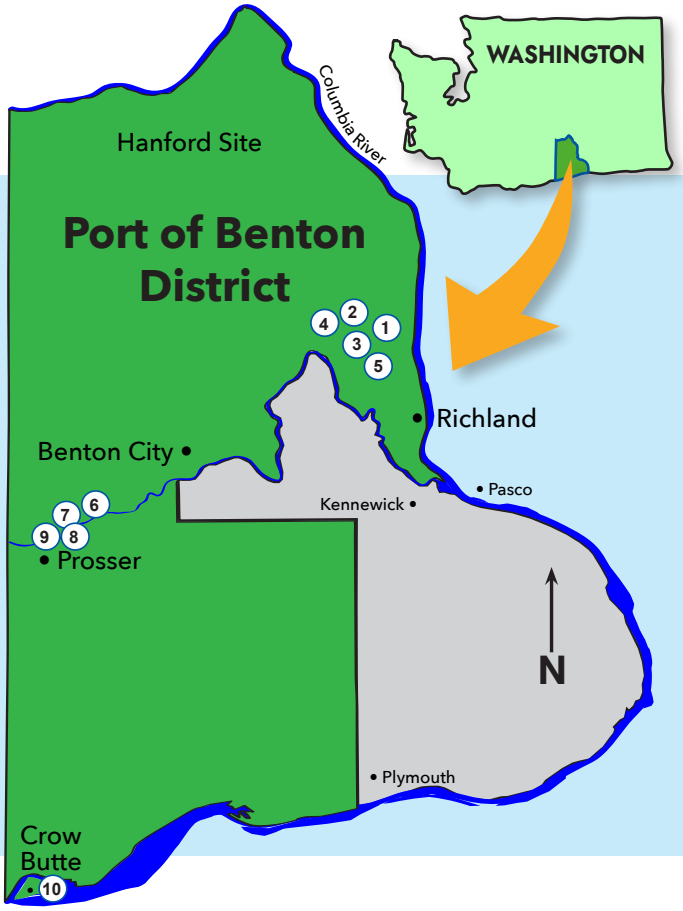


Figure 5. General Location of the Port's Property Assets

4.3 Advanced Manufacturing and Industrial Properties

4.3.1.1 Richland Business Park

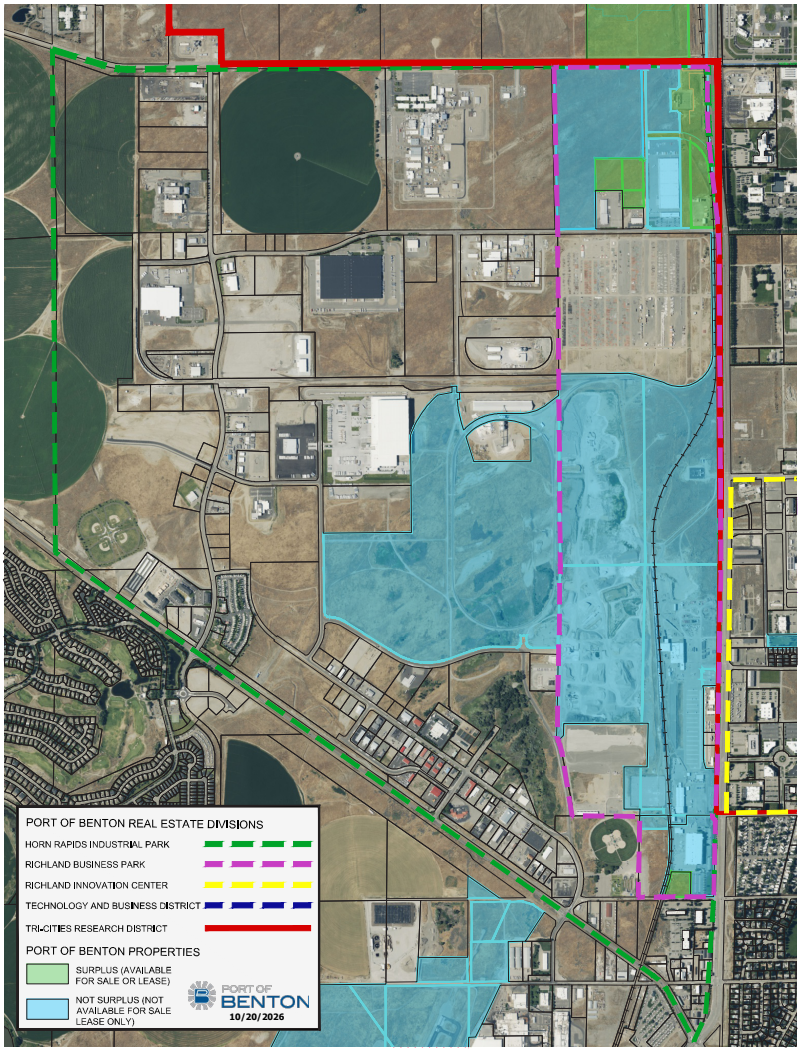


Figure 6. Richland Business Park Parcel Map

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

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



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

FEATURES AND OPPORTUNITIES:

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

4.3.1.2 Rail and Northwest Intermodal Facility

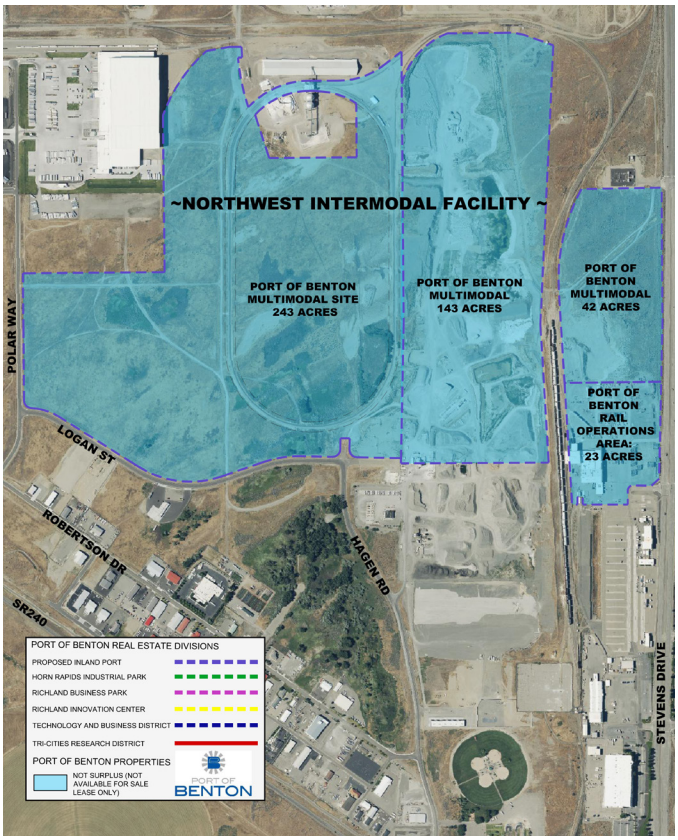


Figure 7. Port of Benton Rail Facility

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

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

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

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

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

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



4.3.1.3 Northwest Advanced Clean Energy Park

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

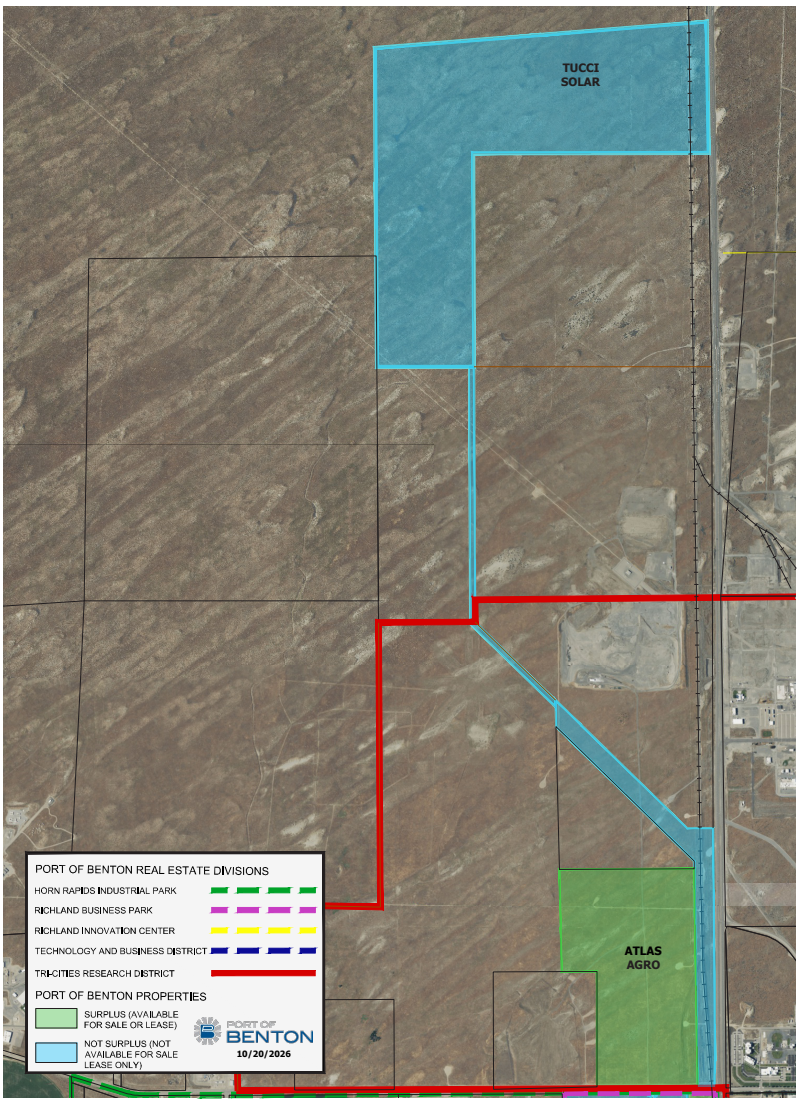
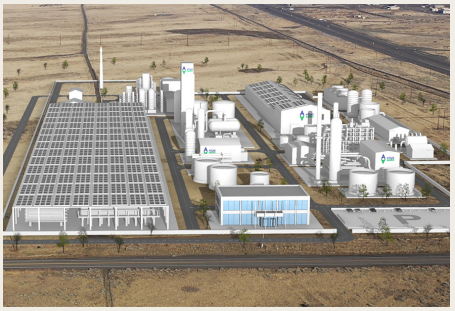


Figure 8. North Horn Rapids Parcel Map



FEATURES AND OPPORTUNITIES:

- Prime development opportunity for clean energy, energy storage, advanced manufacturing, and science, technology, engineering and mathematics (STEM) companies
- Master planned development for 150- to 500-acre industrial sites
- Solar land lease
- 150-acre land sale to Atlas Agro
- Rail capital projects expansion

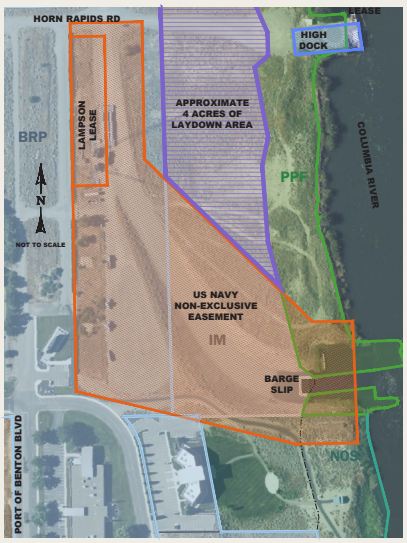
4.3.2 Barge Complex

4.3.2.1 Barge and High Dock Facility

The Port's barge slip and high dock are located along Marine Highway (M-84) in Richland, at Columbia River Mile Marker 343. The U.S. Navy holds a non-exclusive easement to use the barge slip for transporting decommissioned nuclear compartments to the Hanford Site. Industrial users may also access the facility with prior coordination through the Port.

The high dock serves multiple purposes, including providing a critical water intake location for North Richland Irrigation, accommodating break-bulk cargo activity, and supporting U.S. Geological Survey efforts to monitor river health. The barge facility also serves as an important multimodal transportation asset with opportunities for future expansion. Funded improvements planned for completion by 2028 include the installation of shore power infrastructure, enhanced security systems, additional dock pilings, and a new gangway at the high dock. These investments will strengthen the facility's operational capabilities, improve safety, and support long-term economic development objectives.





BARGE FACILITY OVERVIEW

- Harbor(s): 1
- Berth(s): 1
- Depth: 15 feet (slip bottom 330 feet mean sea level [MSL]), normal water level 340 feet MSL
- Bulkhead: Elevation 344 feet MSL, width 96 feet, slip size 60 feet wide by 100 feet long
- Cargo Handling Capabilities: Multimodal, unit and manifest capable
- Container Crane(s): The site offers mobile crane services with the operator for offloading. Upland ringer crane service is available on the north end of the site, also coordinated with the operator
- Rail Access: Located within ½ mile of mainline rail, with transloading capabilities
- Current moorage, tonnage and facility use rates are available on the Port of Benton's website

FACILITIES

- Staging space and long-term lease sites available
- Power, water and fiber at property lines
- Site is in proximity to transload, multimodal and industrial facilities (1 mile, access road 30 feet wide)
- Depth: 15 feet (slip bottom 330 feet mean sea level [MSL]), normal water level 340 feet MSL
- Foreign-trade subzone #203
- Land lease only
- Shore power, lighting and fencing

4.3.3 Airports and Airport Business Parks

4.3.3.1 Richland Airport and Richland Airport Business Park

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

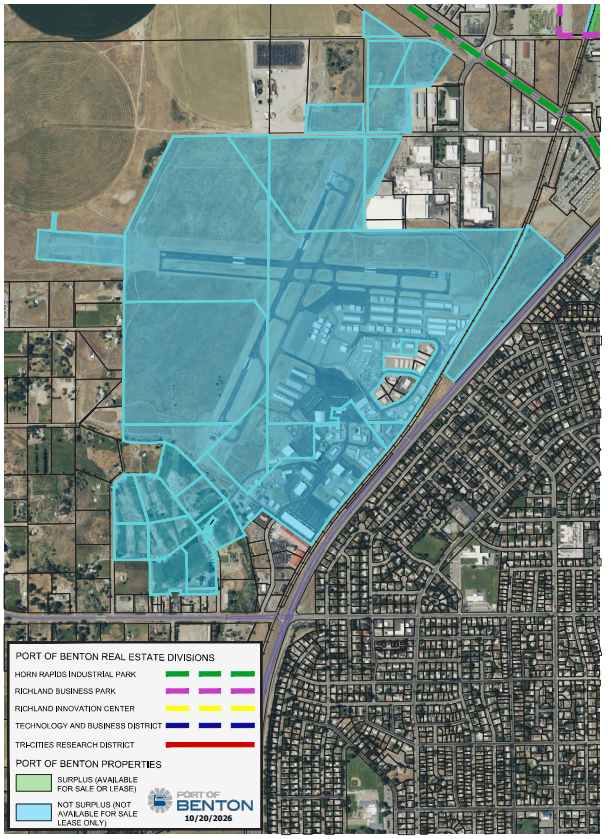
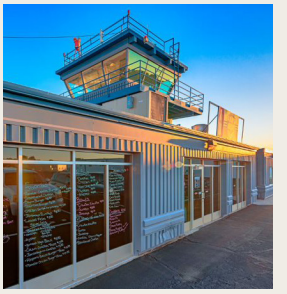


Figure 9. Richland Airport and Richland Airport Business Park

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







The Port operates the Airport and Airport Business Park to foster the growth of aviation and supporting industries, as well as provide multimodal transportation and logistics infrastructure.

FEATURES AND OPPORTUNITIES:

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

4.3.3.2 Prosser Airport and Prosser Airport Business Park

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

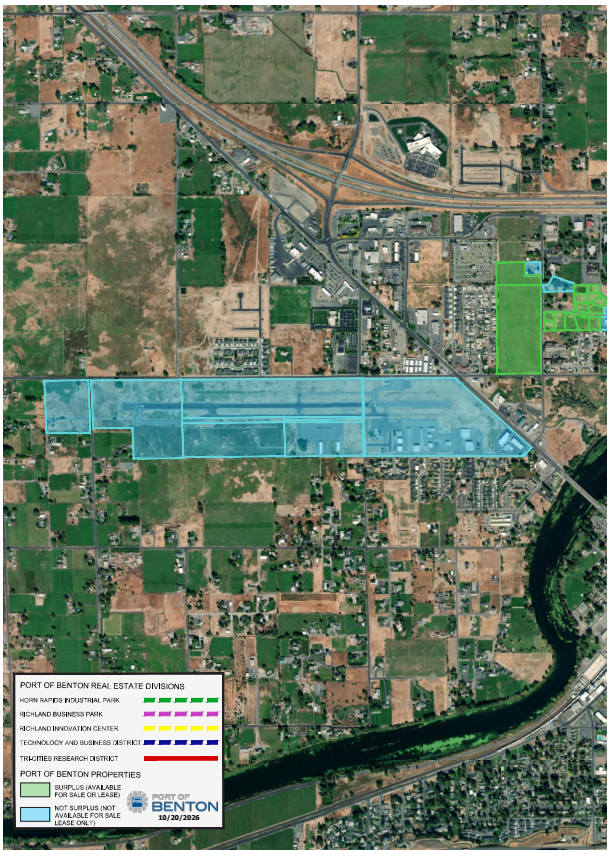


Figure 10. Prosser Airport and Prosser Airport Business Park

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

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



FEATURES AND OPPORTUNITIES:

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

4.3.4 Technology, Research and Development Facilities

4.3.4.1 Technology and Business Campus

The Business Campus hosts the primary offices of several government entities and contractors operating at Hanford. Hanford draws thousands of visitors each year. The Technology and Business Campus serves as the primary venue for in-town operations and hosts a varied audience of academics and professionals engaged in higher education research, advanced technology prototyping and energy production and storage. The Technology and Business Campus encompasses high-quality office and development space, apartment housing and event space dedicated to academic and industry conferences. The campus is adjacent to Washington State University Tri-Cities and Pacific Northwest National Laboratory. The Applied Process Engineering Laboratory (APEL) facility provides incubator space in the campus.

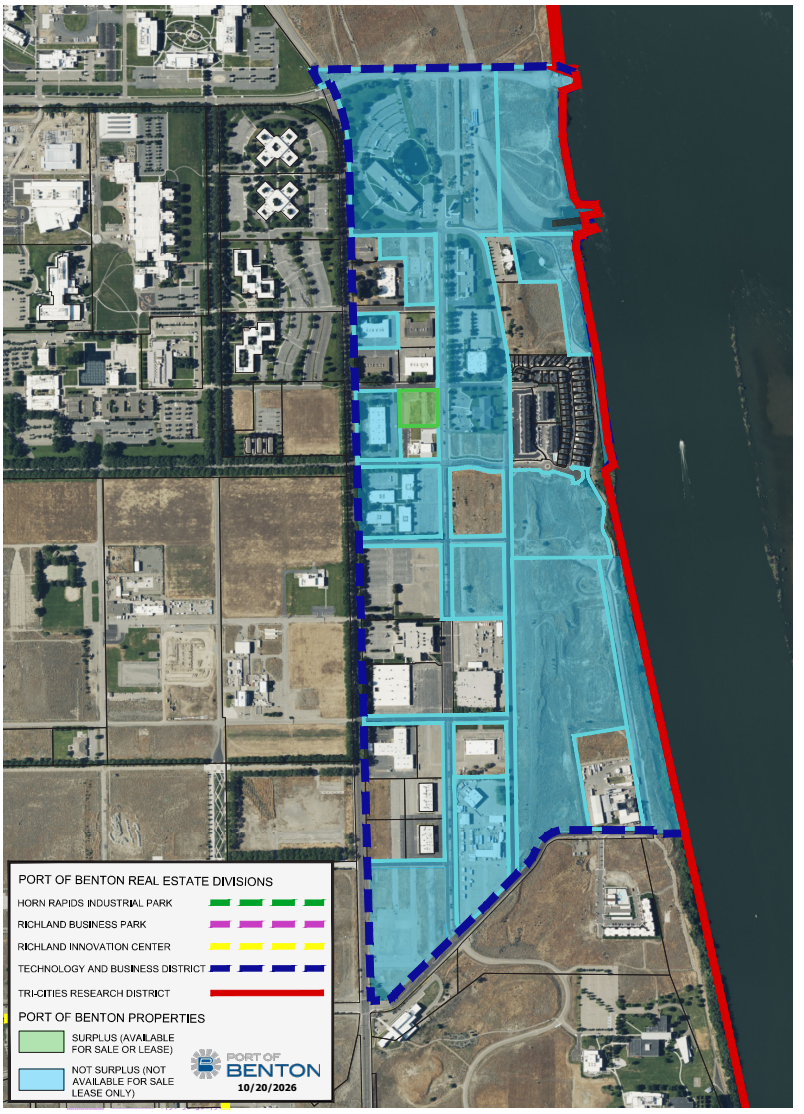


Figure 11. Technology and Business Campus

FEATURES AND OPPORTUNITIES:

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



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

4.3.4.2 Richland Innovation Center

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

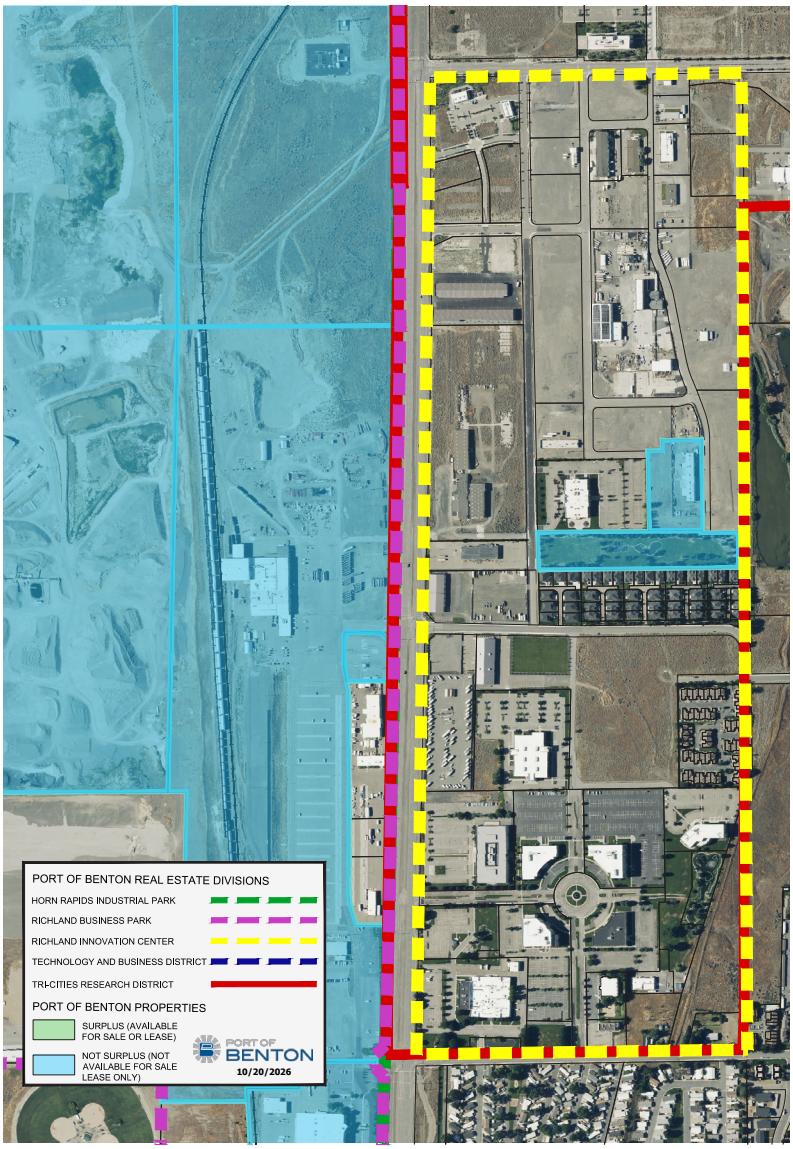


Figure 12. Richland Innovation Center



FEATURES AND OPPORTUNITIES:

- Port of Benton retained 2650 Salk Avenue and 5-acre park

4.3.5 Agribusiness, Wine and Tourism

4.3.5.1 Clore Center



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

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

4.3.5.2 Prosser Wine and Food Park

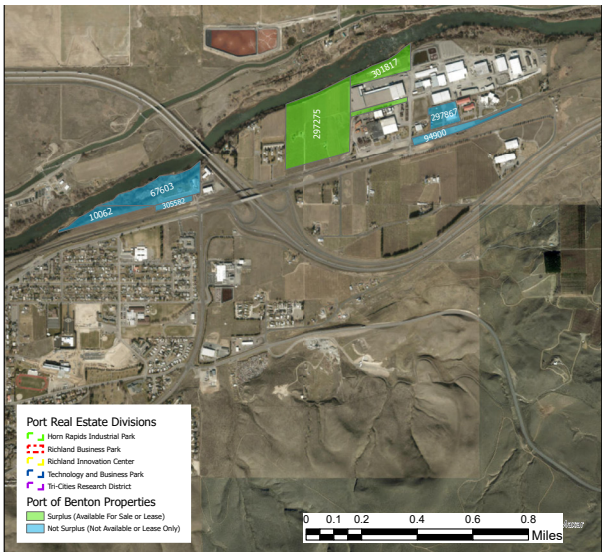


Figure 13. Prosser Wine and Food Park



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

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

FEATURES AND OPPORTUNITIES:

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

4.3.5.3 Vintners Village

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

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

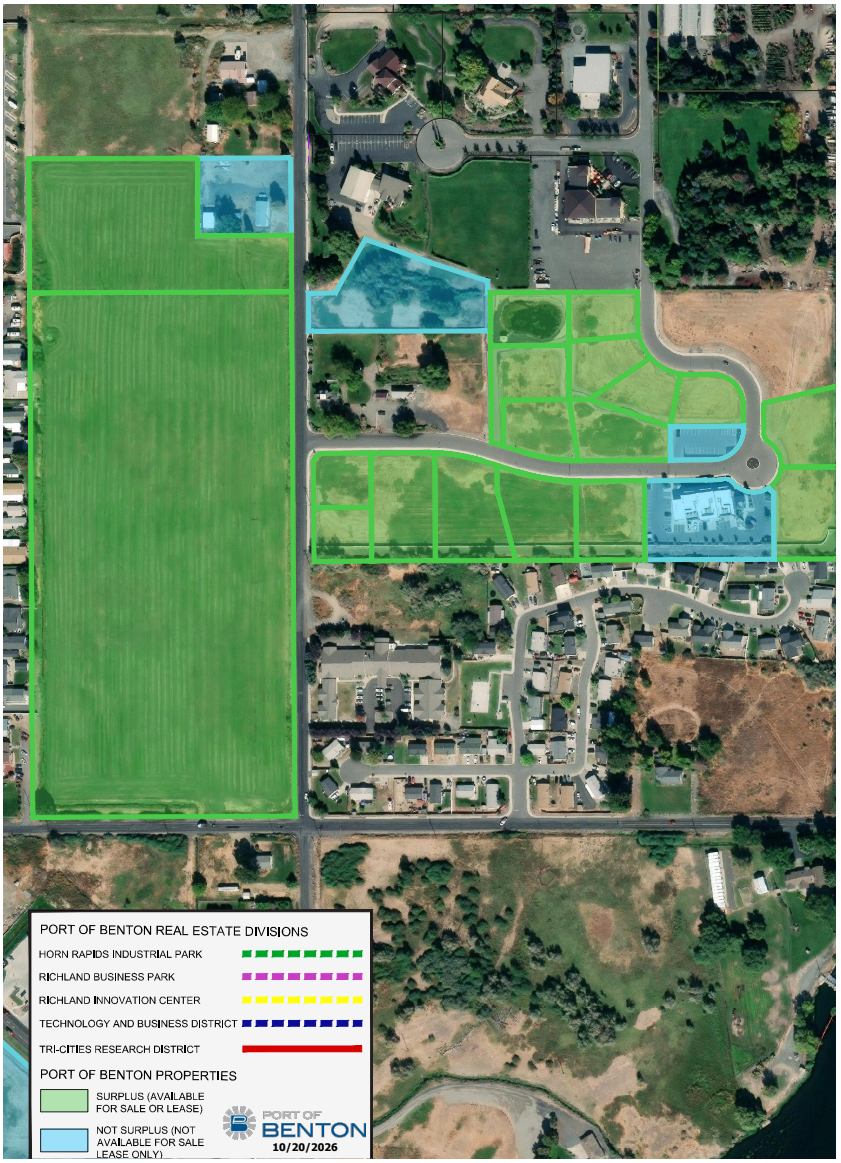


Figure 14. Vintners Village



Vintners Village is anchored by the Winemaker's Loft, a collection of wineries centrally located on the grounds including Martinez & Martinez, Coyote Canyon and Desert Moon Winery. The village is also home to privately owned renowned wineries such as Smasne Cellars, Airfield Estates Winery, Evergreen Family Wines, Wit Cellars and Thurston Wolfe. Businesses at the Port's development building include Wautoma Springs Winery, Cork and Taps by Domanico Cellars and the retail venue Sister to Sister on the Ave.

FEATURES AND OPPORTUNITIES:

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

4.3.5.4 USS Triton Sail Park



The USS Triton Sail Park in north Richland features the 23-foot tall sail and conning tower of the decommissioned USS Triton (SSRN 586) submarine. The Triton was powered by two nuclear reactors and was the first submarine to perform a submerged circumnavigation of the earth. The park is open year-round for self-guided tours of the Triton's exterior, with displays that share the story of this first-generation nuclear-powered U.S. submarine. Visit portofbenton.com/triton for information on tours to view the conning tower. On June 14, 2025, the Port unveiled a commemorative wall at the park, listing every veteran who served aboard the Triton.







4.3.5.5 Crow Butte Park



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

- Fueling and infrastructure improvements
- Equipment
- Sewer pond
- Gates and paybox

Property Division Name	Port Acreage	Existing Zoning	Future Land Uses
Technology & Business Campus	260 Acres**	Business Research Park, Waterfront	Business Research Park, Waterfront, Natural Open Space
Richland Business Park	760 Acres + 232 Acres Intermodal Facility	Heavy Manufacturing, Medium Industrial, Parks & Public Facilities	Industrial
Northwest Advanced Clean Energy Park	492 Acres**	Heavy Manufacturing	Industrial
Richland Airport & Business Park	564 Acres**	Medium Industrial, Agricultural	Industrial
Clore Center	13 Acres	Agritourism	Agritourism
Prosser Wine & Food Park	74 Acres	Agribusiness, Light Industrial	Industrial, Commercial
Vintners Village	40 Acres	Agritourism	Agritourism
Prosser Airport & Business Park	148 Acres Transferred	Light Industrial	Industrial
Crow Butte Park	275 Acres*	Recreation	Recreation
Richland Innovation Center	6 Acres		Industrial

* Land lease U.S. Army Corps of Engineers.
** Port acreage does not reflect sales.

Figure 15. Summary Table of Port Properties

05

Capital Improvement Plan

5 Capital Improvement Plan

A capital improvement is generally defined as a project with an estimated cost greater than $5,000. The Port maintains a Capital Improvement Plan (CIP) to identify and prioritize planned capital investments in Port facilities, infrastructure, transportation systems, economic development projects, and other Port improvements. The CIP provides project-specific information that may include anticipated costs, funding sources, schedules, and project priorities.

The CIP is adopted separately by the Port Commission by resolution and is incorporated by reference as a component of this Comprehensive Plan, as it now exists or may hereafter be amended. The current CIP may be included as an attachment to the Comprehensive Plan for reference and coordination with the Port's long-range planning objectives.

The CIP is intended to be a flexible planning and implementation document. The Commission may review and amend the CIP by resolution as project priorities, scopes, costs, schedules, funding availability, grant opportunities, or other circumstances change.

The CIP, together with the planned improvements and development opportunities identified throughout this Comprehensive Plan and other plans incorporated by reference, is intended to inform the public of the general nature and extent of the Port's anticipated capital improvements.

Inclusion of a project in the CIP does not, by itself, constitute authorization to proceed with construction or the expenditure of funds. Individual projects remain subject to applicable Commission authorization, funding availability, procurement requirements, grant requirements, permitting, environmental review, design, and other required approvals.



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