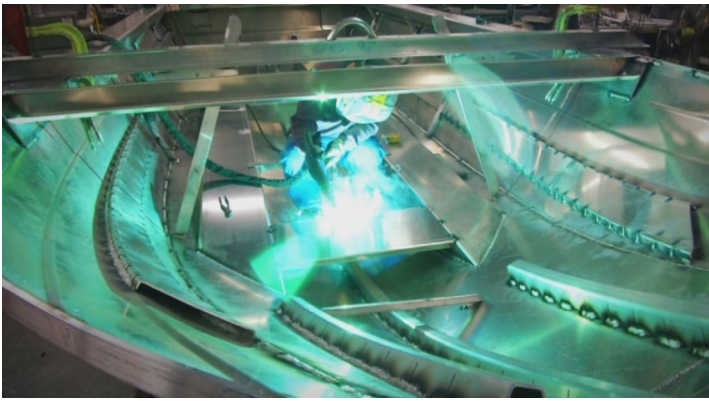


# Port of Clarkston 2023 – 2028



Comprehensive Plan & Comprehensive  
Scheme of Harbor Improvements

**RESOLUTION NO. 2022-20**  
**Port of Clarkston**

**A RESOLUTION OF THE PORT OF CLARKSTON ADOPTING A NEW COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS FOR THE PORT THAT WILL BE UTILIZED AS A GUIDE FOR FUTURE PORT DIRECTION FOR THE NEXT SIX YEARS.**

**WHEREAS**, in accordance with RCW 53.20.010, the Port of Clarkston adopted its original Comprehensive Plan for port improvements in 1966 and that plan has been subsequently updated with the last amendment thereto being approved in 2021; and,

**WHEREAS**, the Port Commission has deemed it beneficial to update and revise the Comprehensive Scheme every year; and,

**WHEREAS**, at the request of the Commission a new Comprehensive Scheme of Harbor Improvements has been prepared by Port staff; and,

**WHEREAS**, said revised Comprehensive Scheme has been presented to and discussed with the Port Commission and suggested changes, revisions have been made; and,

**WHEREAS**, at 1:05 p.m. on November 9, 2022, a public hearing was duly conducted by the Port Commission concerning the revised plan with all desired alterations and corrections; and there being no objections and it appearing that as now presented it is in the best interest of all concerned that it be adopted as the full and complete Comprehensive Scheme of Harbor Improvements of the Port of Clarkston superseding all other plans and amendments.


**NOW, THEREFORE BE IT RESOLVED** that said plan as attached hereto is hereby adopted as the Comprehensive Scheme of Harbor Improvement for the Port of Clarkston, whose jurisdiction is Asotin County, Washington, pursuant to RCW 53.20, and it shall supersede all prior plans and amendments whatsoever.

This resolution was adopted by the Port of Clarkston during the Special Commission meeting held:


Location: Clarkston, Washington

Date: November 9, 2022

Signed and approved by the following authorized representative:

Signed:   
Mark Brigham

Date: November 9, 2022

Signed:   
Jay Backus

Signed:   
Dayna Weatherly-Wilson

**PORT OF CLARKSTON**  
**COMPREHENSIVE PLAN and COMPREHENSIVE SCHEME**  
**OF HARBOR IMPROVEMENTS**



**2023 – 2028**

Contributions by:

Port of Clarkston Board of Commissioners

Mark Brigham, District 1, President  
Jay Backus, District 2, Vice-President  
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## TABLE OF CONTENTS

	Page
Title Page	
Cover Page	i
Table of Contents	ii
Introduction	
Mission of the Port	1
The Comprehensive Scheme of Harbor Improvements	2
History of Washington Ports	2
General Powers	3
Transportation	3
Economic Development	3
The Port of Clarkston	4
Characteristics of Asotin County	4
Port Properties	7
Port Planning Documents	9
Goals, Policies and Objectives for Port Development	11
Economic Development Initiatives	18
Preface	18
Industrial and Commercial Infrastructure	19
Transportation Infrastructure	21
Communications/Security Infrastructure	22
Recreation and Tourism	24
Capacity Building and Other Broader Economic Development Initiatives	25
Planned Improvements	27
Near Term Recommendations	27
Medium Term Recommendations	27
Timing to be Determined	27
Timing That Is Opportunity Driven	27
Comprehensive Scheme of Harbor Improvements	28
Appendices Lead Sheet	29
Appendices	30+

## INTRODUCTION



### *Mission and Core Values for the Port of Clarkston*

It is the mission of the Port of Clarkston to fully use its statutory authority to:

Deliver property, facilities, and infrastructure that encourage private investment, create financial well-being for constituents, create family wage jobs, diversify and stabilize the local economy and create a sustainable environment;

Take the lead in ensuring that waterfronts are vibrant, active centerpieces for the communities in the locality and partner on improving other tourism and recreation opportunities; and,

Preserve and better the quality of life for the citizens of Asotin County.

Values are traits or qualities that are considered worthwhile; they represent an organization's priorities and convictions. Value statements are grounded in principles which define the behavior of the organization's members.

The Commissioners affirm that the following core values define the actions and beliefs of the Port of Clarkston:

**Professionalism** - To be responsible, accountable and respectful.

**Transparency** - Openness in planning and decision making; to provide full, accurate and timely disclosure of information to the public.

**Visionary** - Creative use of ideas in order to craft a positive future; to be forward thinking by looking for things that have not been done before and to have the foresight to anticipate the impacts of decisions.

**Sustainability** - Reliance on local resources; to generate and distribute benefits locally, while protecting long-term community interests.

**Collaboration** – Active cooperation, communication and development of productive working relationships with community groups and government agencies by coordinating activities, sharing resources and leveraging funding opportunities.

**Integrity** - Adherence to principles that represent the best interests of the community.

### *The Comprehensive Scheme of Harbor Improvements (Comprehensive Scheme)*

Developed as a tool for the Port of Clarkston and its constituents, this Comprehensive Scheme sets the Port’s vision for the next six years. To realize that vision, it outlines a general scheme of harbor improvements, meeting the requirements of Chapter 53.20 of the Revised Code of Washington State.

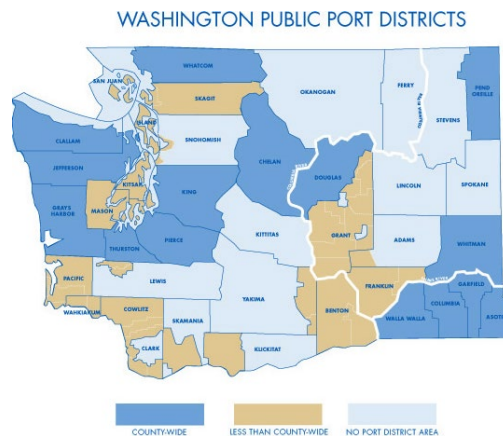
The original Comprehensive Plan was created in 1966. Since then, the guiding document of the Port has undergone a number of revisions. Annual updates have occurred since 2013.

### *History of Washington Ports*

In 1911, the state legislature enacted laws that allowed the people to establish port districts and elect commissioners to administer the districts and oversee their development and operation. The Port District Act of 1911 provided legal resolution to the long struggle to achieve public control over areas that impacted the public through commerce.

While those laws have been changed from time to time since 1911, the most important provisions still remain. Because they are public, but must operate in a proprietary way much like other type of business, public ports are independent of other types of governmental authority except for state and federal laws. They are “creatures of legislature” and a special form of local government. Formed by a vote of the people they serve, ports are financed in part by property taxes paid by the people of the district.

A port district, of and by itself, is a geographical area that may be as large as an entire county or as small as a city or town. Its boundaries are defined when the district is formed.



Voted into being by an election of the people who live in the district, law creates Port districts as “municipal corporations” of the state. Often referred to as “special purpose districts,” ports are different from counties, cities and towns.

Almost all powers of the port district are vested in a board of commissioners or "Commission." Elected from the district to serve six-year terms, the governing body of commissioners assures local control and accountability. The port commission, like a city council or county commission, is the legislative body responsible for making the policies and decisions of the district in both internal and external matters. Such policies or decisions might involve adoption of plans, establishing positions, setting employment policies, purchasing or disposing of real estate and other property, setting rates, adopting budgets, levying taxes and many others. The commission appoints a chief administrative officer-- whose title at the Port of Clarkston is "Executive Director"--to administer the policies and decisions made by the commission.

## **General Powers**

Law allows port districts to develop many types of facilities to provide a variety of services. Most easily identified are the various transportation-related amenities, such as marine terminals, storage sites, and other direct transportation. Ports also deal directly with economic development(measured in terms of family wage job creation), recreation and tourism. See Appendix A for additional discussion of the powers of Port Districts.

Port activities do not need to center around navigation channels. Per Title 53.04 of the Revised Code of Washington, port districts lacking appropriate bodies of water could still be formed and have all the powers, privileges and immunities conferred on all other port districts.

## **Transportation**

Marine Terminals. Terminals, a major part of many ports' operations, provide for the movement of ships, boats and barges in hauling goods and people in domestic and foreign commerce. These include piers, wharfs, jetties, boat landings and equipment such as cranes for loading and unloading vessels and barges. The Port of Clarkston's water infrastructure supports movement of freight and also movement of cruise boat passengers, creating commercial, tourism, and recreational benefits.

Storage Sites. Ports with marine terminals generally provide storage and processing facilities related to the transfer of goods on water and land. These include warehouses, transfer places such as container freight stations, and places for processing, freezing, storage and subsequent movement of agricultural commodities, other perishable foodstuff, and other products in general. Some ports have large domed structures for the storage of bulk metal ore, extensive land areas to store logs and lumber awaiting shipment, and many ports have grain storage elevators.

Other Direct Transportation. Subject to the limitations by law, ports may operate certain railway facilities. They may provide roadways, toll bridges, tunnels, highway approaches, canals, locks, utility lines, telecommunications infrastructure, tramways, ferry service and passenger watercraft.

## **Economic Development**

Law empowers Washington's ports with broad economic development authority to bring business and jobs to their communities. Almost every Washington port pursues an aggressive program of industrial and economic development to promote employment and otherwise enhance the economy of the state and district. Some ports deal with all aspects of the subject, others with only one or two. Ports may:

- Develop lands for industrial and commercial needs;
- Provide general economic development programs;
- Buy, lease and sell property;
- Provide air and water pollution control works;

- Operate trade centers and export trading companies;
- Establish and operate foreign trade zones;
- Promote tourism and recreation; and,
- Build telecommunications infrastructure and provide wholesale telecommunications services.

Economic development entities seeking to assist hometown businesses in being vital, growing and firmly rooted, look beyond business recruitment to business retention and expansion activities to build strong economies.

## *Port of Clarkston*

As early as the 1870's, before Washington was even a state, steamboats carried orchard and grain products on the Snake and Columbia rivers to coastal markets in the west.

The Port of Clarkston was created in 1958, which was 17 years before completion of the Lower Granite Dam in 1975. The dam enabled shipments of agricultural and forest products from the area via the Snake & Columbia rivers.



On September 9, 1958 during the state primary election, voters approved creation of the county-wide Port district, with 2,252 voting in favor, and 588 voting against. The first meeting of the Port Commissioners occurred on October 6, 1958. Emmett Johnson representing District #1 was elected president of the commission, Earle Ausman representing District #2 vice-president, and Chalsey Floch, representing District #3, secretary.

The Port of Clarkston is the farthest inland port in Washington State, located at river mile 137.8 of the Snake River, approximately 460 miles from the mouth of the Columbia River. Prior to navigable access, the Port focused on industrial development. The grain elevators on Port Way have been a part of the landscape since the 1970s, with grain almost continuously shipped from that terminal since the completion of the river system.

Cruise boats began calling at the Port of Clarkston in 1980.

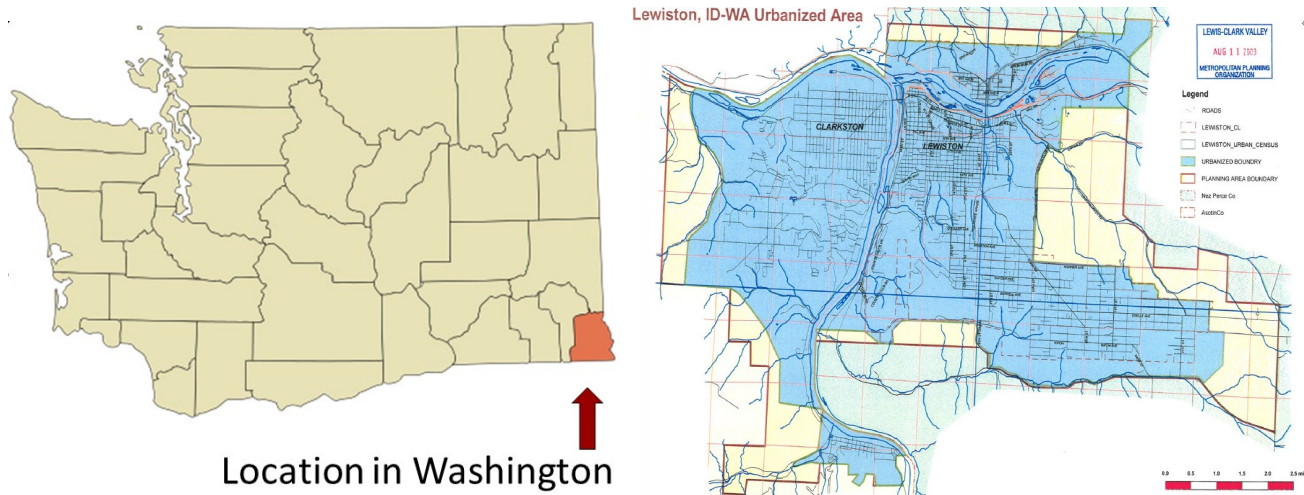
Tourism and commercial development related thereto, via cruise boats, is a niche market served by the Port of Clarkston, with the number of tourists and support staff being served trending upwards since the economic downturn in 2008.

## **Characteristics of Asotin County**

### Location

Bordered by 40 miles of Snake River to the east and to the north, Asotin County is in the southeast corner of the state of Washington. The two incorporated cities in Asotin County, Clarkston and Asotin, have been identified as part of the Lewiston, ID-WA metropolitan statistical area (MSA). The third city in the MSA, Lewiston, Idaho, has a population that significantly exceeds the combined populations of Clarkston and Asotin.





### Regional context

Asotin County, established in 1883, is in the farthest southeastern corner of Washington, bounded on the east by Idaho and on the south by Oregon. Garfield County makes up its western border and part of its northern border as well. The balance of its northern border is shared with Whitman County.

Before white exploration and settlement, the semi-nomadic Nez Perce inhabited what is now Asotin County. Tribes on both sides of the Nez Perce Trail used it for commerce, which was of strategic importance to the development of the region. Modern-day highways largely parallel the old trail.

The establishment of the territory and the end of the Indian Wars resulted in an influx of white settlers into the county. Asotin, a former Nez Perce village, attracted settlers who were producing cattle, fruit and vegetables for mining camps in Idaho by 1868. Most economic development in the county was linked to mining activity in Idaho. Between 1868 and present time, there was a period of roughly only 40 years in which the riverway was not used as a key transportation corridor for freight and people.

By the 1950s, agriculture dominated Asotin County's economy with grain crops, such as wheat and barley, as well as peas, berries, tree fruits and nuts, which were clustered near the river. The food processing industry grew up around these crops and the meat and dairy farms.

The dense stands of fir in the Blue Mountains made lumber and wood products a growth industry. Hunting and other outdoor recreation have been growth industries, too. The completion of the Lower Granite Dam in 1975 shut down orchard and beef-processing activities along the river as land was submerged, but it created one of the longest inland water routes in the nation. Agriculture remained important, but now shared top billing with port activity at Clarkston-Lewiston and the federal U.S. Army Corps of Engineers, which operated the dam. Population growth followed the port activity at both Clarkston and Lewiston, fueling trade and service sectors catering to their needs.<sup>1</sup>

Asotin County is tied closely to Nez Perce County, Idaho. Together, the two counties make up the Lewiston metropolitan area. Strong growth in manufacturing and a general economic expansion in most sectors in both counties have provided residents of the port area with many job opportunities in recent years, and pushed unemployment rates to record lows by 2017. Unemployment in 2020 was 5.2 percent which increased over the year by 1.1 percent due to Covid-19 pandemic impacts.

### Local economy

<sup>1</sup> Source: *Historic Glimpses of Asotin County* by E.V. Kuykendall, Bob Weatherley of the *Asotin County American*

In 2020, Quarterly Census of Employment and Wages (QCEW) data show Asotin County averaged 6,465 covered jobs, up by .5 percent from 6,436 in 2019. Of these jobs, the service-providing sector dominated with 84.3 percent of total covered employment while goods-producing industries were 15.7 percent. (That compares to 15.8 percent in 2017).

Construction employment ended its continued growth of eight years in a row with four job losses over the year. The total count was at 521 covered jobs. This is another year since 2007 to have construction employment above 500 jobs, which was a pre-Great Recession high. Construction is the fifth-largest industry in the county with 9.1 percent of employment and an average \$57,353 annual wage in 2020. Total payroll for the county stood at \$29.9 million.

Agriculture, forestry, fishing, and hunting continued to be a small component of total 2020 employment at 1.2 percent. Total covered payrolls were \$1.9 million. Overall average agricultural wages in 2020 were \$23,738 for the workers, with an increase of 5.6 percent over the year. Agricultural employment in Asotin County stood at 77 jobs.

Detailed employment and related demographic data can be found in Appendix B.

### Fish and Dams

One of the major external constraints for local economic growth is the possibility of breaching the dams on the Lower Snake River. Lower Granite Dam was completed in 1975, marking the last of the navigable components in the Columbia/Snake River system and enabled waterborne commerce to run 460 miles between the Ports of Clarkston and Lewiston and the Pacific Ocean. It represents the furthest inland water route in the United States.

In addition to barge traffic, the reservoir behind Lower Granite dam enabled substantial recreational activities to occur including boating, rafting, and cruise ship visits, among other activities. The region's economy could be significantly affected by decisions about the dams.

On September 28, 2020, a joint Record of Decision on the Columbia/Snake River System<sup>2</sup> Operation Environmental Impact Statement (EIS) was signed by the U.S. Army Corps of Engineers, Bureau of Reclamation, and Bonneville Power Administration, wrapping up a four-year process of information-gathering, alternative analysis and public input. The Record of Decision documents the Preferred Alternative as identified in the EIS, as the Selected Alternative for implementation and the agencies' final decision. In the Preferred Alternative, the four lower Snake River dams remain. Some of the rejected alternatives did consider breaching those dams.

The agencies developed the environmental impact statement and Record of Decision in accordance with National Environmental Policy Act in response to the need to review and update management of the Columbia River System. This included evaluating impacts to resources in the context of new information and changed conditions in the Columbia River Basin. The final EIS documents the review and discloses the environmental effects of implementing the Selected Alternative, containing of a suite of structural and operational measures that provide a balanced approach to operations, maintenance, and configuration of the Columbia River System.

Litigation on the Columbia River Systems Operations was stayed, pending negotiations between Plaintiffs, sovereign nations and the federal agencies, with the President's Council on Environmental Quality taking the lead. Two new studies released by NOAA Marine Fisheries indicate that dam removal—specifically the lower Snake River dams—among other actions, are needed to achieve

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<sup>2</sup> The system is comprised of 14 federal dam and reservoir projects in Idaho, Montana, Oregon and Washington.

“harvestable” quantities of returning salmon<sup>3</sup>. However, a recent Bonneville Power Administration study indicates that goals for reducing carbon emissions cannot be met if present carbon-free sources of power are removed from the grid. Exacerbating this is the fact that hydropower is critical for integrating alternatives. Wind and solar energy does not provide base load. New technology not yet available will be needed before the grid can sustain its present degree of reliability.

Climate change, carbon-free energy generation, water shortages in the west, water storage agreements under the soon-to-expire Columbia River Treaty with Canada and back-up power generation may enter into the scope of discussions for defenders of the four Lower Snake River dams. It would take Congressionally authorized authority and funds to breach these dams, and Congress has a recent history of the opposite—allocating funds to assure system reliability.

What is clear, though, is that the certainty that the Snake River dams will be available in the future for assisting with the movement of freight and providing tourism/recreational benefits to cruise boat passengers and to the Port’s constituents is lessening.

According to the Palouse Regional Transportation Planning Organization’s 2016 Palouse Regional Freight Study, 97.5% of the wheat shipped from southeast Washington move by a combination of truck and barge. If river transportation is no longer available to wheat producers in Asotin and neighboring counties, it could have a significant impact on the economic situation in the region.

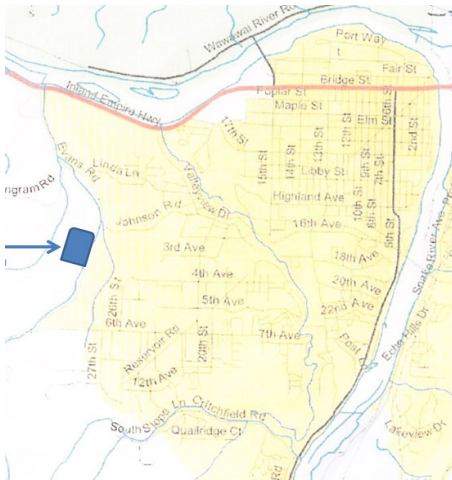
Based upon visitation contributions which include a factor for overnight stays, passengers calling at the Port of Clarkston were estimated at over \$4 million to the local economy in 2019. Locks and dams on the river system make cruise visitation possible; without a river transportation system, there would be no cruise industry.

## **Port Properties**

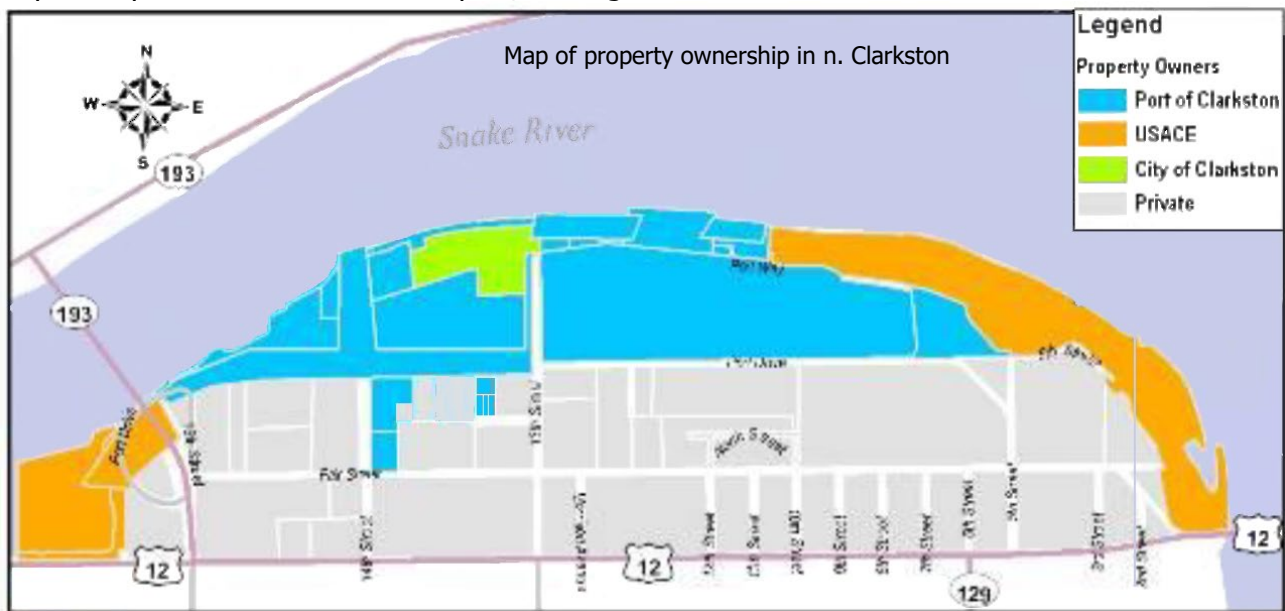
The Port of Clarkston operates as both a landlord (managing Port-owned properties) and a property developer where it has prepared land for development and makes it available for purchase. The real estate and infrastructure the Port has managed for the benefit of its constituents has expanded beyond the “historic port area” in north Clarkston to “Turning Pointe Business Park” in Asotin County west of Dry Creek Gulch, off Evans Road (in Section 36). When completed in 2014, this new industrial/business park made an additional 25.6 acres immediately available for lease or sale. Further development would allow greater availability of land which could be sold outright.

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<sup>3</sup> This same reasoning, if “harvestable” levels are even possible given the much more impactful ocean conditions and climate change, could also be applied to the mainstem Columbia Snake dams, as well as a host of other carbon-free generating hydropower facilities.



In the historic Port District in north Clarkston (defined as north of Bridge St/Highway 12), the Port owns 104 acres of land and manages nine additional acres underwater through a Port Management Agreement with the Washington Department of Natural Resources. Of the 104 acres of land, 93.5 are currently under lease. This leaves roughly 10.5 acres of ground presently available for lease or sale in north Clarkston. Via Resolution 2019-06, the Port Commission recognized all Port-owned properties present and future as surplus, making them available for sale or lease.



While real estate properties are addressed in this plan, continued operation is not a long-term goal, as these parcels are surplus to the needs of the Port in the long-term. There are properties and roadways not yet constructed at Turning Pointe addressed as a precursor to making improvements so property can be surplussed and sold or otherwise conveyed to other parties. Specifically, parcels at Turning Pointe are available for sale.

In addition to land it owns outright in north Clarkston, the Port leases 33 acres of land from the U.S. Army Corps of Engineers (USACE) and an additional 13 acres under water (for the marina) for tourism/recreational purposes. Some property shown in orange above—the southeastern portion—however, is not leased by the Port and remains in operational use by USACE. The Port has a Port Management Agreement with the Washington Department of Natural Resources that provides additional underwater acreage for port purposes.

The Port owns several access points to the river and leases others along the Snake River in north Clarkston. The freight dock on the north end of 14<sup>th</sup> Street and the land by the grain terminal used for filling grain barges are owned by the Port (the grain terminal operates dolphins to support wheat shipment). In addition, access for cruise boats and a commercial boat tour operation are obtained through leases between the Port and USACE. The day-use recreational dock and the marina with boat launch access are also achieved through Port/USACE leases. River access points are shown on the map below.

Map of River Access Points in North Clarkston, WA



Of the three Ports at or near the confluence of the Snake and Clearwater Rivers, the Port of Clarkston has fewer multi-modal opportunities (no rail and less easy access to main highways) and more sedimentation. However, the Port of Clarkston is the best suited of the three ports to accommodate cruise visitors and crew given its easy access to amenities (hotel, winery, brewery and retail shopping) within walking distance of the 7<sup>th</sup> Street dock. The number of passengers and crew visiting the valley continue trending upward, and visitor counts in 2023 are expected to set a record high

The marina located at 1550 Port Drive is property leased from USACE and subleased to another tenant. It is presently in hold-over status.

## ***Port Planning Documents***

### **COMPREHENSIVE PLANNING DOCUMENTS**

The Port's first "Economic Summary and Comprehensive Plan for the Clarkston Port District" or Comprehensive Plan<sup>4</sup> was prepared by Bovay Engineers for the Port of Clarkston in 1966. In 1999, John Fratt completed an assessment of that Comprehensive Plan and recommended a revision, as

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<sup>4</sup> Note on terminology: Previous versions of the Port's key planning document have been titled "Comprehensive Plan." The word "harbor" in the statutory language has a historical reference that dates back to when Ports' primary purposes were directly marine-related. The terminology "Comprehensive Plan" has taken on new meaning since the Growth Management Act was passed. Therefore, the Port of Clarkston has chosen to eliminate any confusion by titling this document as a "Comprehensive Plan and Comprehensive Scheme of Harbor Improvements."

operations had changed enough at the Port of Clarkston to support the need for an update. In May 2001, BST Associates from Bothell, WA, created a new Comprehensive Plan.

Under that plan, the mission of the Port of Clarkston included five goals:

- Develop lands for industrial and commercial needs,
- Provide general economic development programs,
- Lease property,
- Provide air and water pollution control works, and,
- Promote tourism.

Under that plan, the Port also identified related objectives, including:

- To study and develop facilities for river transportation to deep-water ports downstream so that Asotin County can share in the industrial and economic benefits of inexpensive river transportation.
- Execute the various powers granted under RCW Chapter 53.08<sup>5</sup>, including but not limited to the acquisition and leasing of property related to economic development, and promotion of industrial and commercial operations in Asotin County.
- To promote new and existing business and job opportunities.
- To promote intermodal transportation of commerce.
- To promote industrial and commercial development in such a manner as to preserve and protect the general environment.

In July 2004, under Resolution 2004-07, the Port adopted revisions to the 2001 Comprehensive Plan to expand and update the recreational component of the plan.

A new section, "Section 4. Financial Considerations" was added to the Port Comprehensive Plan by Resolution No. 2006-01 of the Port Commission and passed on the 20<sup>th</sup> day of February, 2006. The purpose of the amendment to the Comprehensive Plan was to record the change in accounting method from accrual basis to the cash basis effective January 1, 2005.

Each year since 2013, an annual update to the Comprehensive Plan has occurred.

#### RIVERFRONT MASTER PLAN AND PARKS AND RECREATION PLAN

The Port of Clarkston finalized its Parks and Recreation Plan for 2022 – 2027 in early 2022. The analysis and priorities from that planning process is captured in APPENDIX D.

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<sup>5</sup> The primary purpose of a port district is to promote economic development. The Legislature has given ports broad authority to promote economic development by building and/or operating airports, railroads, industrial development enterprises, and promoting tourism, among other things. See Appendix A.

## **GOALS, POLICIES, & OBJECTIVES FOR PORT DEVELOPMENT**

The Port of Clarkston Commission recognizes the importance of clearly defining the major goals, objectives and policies of the Port and utilizing them to guide future port activity. Since port districts are publicly owned, it is important to receive public input on port development to ensure ports are targeting the needs and concerns of the district. Public opinion and input is important, nevertheless, the Port Commission remains the final authority as to the content of this comprehensive scheme.

To obtain public opinion and input, public advertisement was placed in the Lewiston Morning Tribune requesting comments, the draft comprehensive scheme was sent to the local library and posted on the port web site and a public meeting was held to discuss this Port Comprehensive Scheme of Harbor Improvements/Comprehensive Plan. The date and location of the meeting is listed below:

November 9, 2022, during a regular Port Commission meeting

Goals, policies, and objectives add flexibility to a Comprehensive Scheme of Harbor Improvements by giving general directions for decision making, but not specific projects for achievement. At the same time, goals and objectives provide a measure for evaluating and monitoring progress toward a desired end.



The goals, policies, and objectives section contain three distinct elements:

- (1) GOAL STATEMENT - A broad encompassing statement about a desirable future attribute, trait, or condition to strive for.
- (2) POLICY/OBJECTIVES STATEMENT - Specific target actions to be taken toward achieving the goal and a general course of action to be pursued.
- (3) FINDINGS - Information that explains the rationale behind each goal.

### **GOAL 1: *Actively encourage diversification of the District's economic base.***

#### Policies/Objectives:

- Support the manufacturing sector through engaging in regional collaboration involving manufacturers.
- Identify and assist in the development of new products, markets, and industries relying on the human, organizational, educational, agricultural, and natural resources of the region.
- Investigate the need for additional facilities for storage, handling, and processing of value-added agricultural commodities and wood products.
- Undertake active recruitment of new economic activities and accelerate the Port's involvement in economic development activities in Asotin County's communities.
- Promote tourism as a viable industry by advertising, publicizing, or distributing in cooperation/collaboration with Visit LC Valley information designed to attract visitors as outlined by RCW 53.08.255 with emphasis on cruise boat passenger opportunities and the Lewis-Clark Valley American Viticultural Area.
- Initiate dialog with other public agencies, non-profit economic development organizations, and the private sector to obtain and support industrial feasibility studies of potential regional significance.
- Partner with local, regional and state economic development organizations in order to recruit, retain, enhance and foster business and industry.

- Encourage entrepreneurialism and growth of new businesses or capacity building for existing businesses through advising the entrepreneurship and business programs at Walla Walla Community College, Lewis-Clark State College, and through financial institution advisory committees, assisting with business plan competitions and providing other support for emerging and growing businesses.
- Identify and follow-through with opportunities relating to feasibility or other studies for emerging clusters and/or incubators.
- Seek opportunities to diversify the economy through renewable/sustainable energy business growth and retention.
- Utilize powers granted by SSB 6675 and HB 2664 (RCWs 53.08) and subsequently authorized (via Legislature) powers, and partner with local service providers, if invited and where feasible, to provide wholesale high speed, broad bandwidth telecommunications infrastructure throughout Asotin County.
- Actively explore the applicability thereto and benefits of creating an Industrial Development District in accordance with RCW 53.25 and utilize, as needed, to accomplish economic development objectives.

#### Findings for Goal 1:

Asotin County's major industries are service, retail and government. The agricultural sector has been and continues to decline in both employment and revenue generation. Workers are one of Asotin County's biggest exports. In 2016, approximately 56.8 percent of the wages earned by residents were from outside the county (primarily Nez Perce County).

Service sector jobs have been the source of job growth in Asotin County. However, the jobs being created are not family wage jobs. Youth and young adults contribute to the population in lesser numbers than compared to elsewhere in the state, while the people aged 65 or older make up a much more significant part of the population. To state it simply, we need more family wage jobs in Asotin County to decrease out-migration of young people. It is the Port's opinion that economic base diversification, state of the art telecommunications, manufacturing cluster support and regional collaborative approaches to economic development are some suitable paths to this goal.

***GOAL 2: Support economic development facilities and services and coordinate communication and partnerships with entities engaging in economic development activities and communicate results to constituents.***

#### Policies/Objectives:

- Undertake active recruitment of new economic activities both from inside and outside the District.
- Acquire feasible sites in Asotin County for cooperative development with interested communities and firms. Initiate dialogue and work in partnership with other public agencies and the private sector for economic development purposes.
- With community support, acquire and lease feasible single or multiple-use facilities in Asotin County communities.
- Continuously address the needs of the cruise boat industry by evaluating costs and benefits of expanded cruise boat passenger facilities, implement revenue streams such as passenger terminal fees, update POC Tariff and related issues and implement in ways to assure the needs of the marine industry are met and the industry itself, along with the Port, are sustainable.
- Seek strengthened partnership with economic development partners such as EDA planning districts, Community Economic Revitalization Board (CERB), Washington State University (WSU),



the state legislature and regional state and federal agencies/organizations to fund economic impact studies and needs assessments, and facilities and services.

- Provide input on District and County needs to the Pacific Northwest Waterways Association (PNWA) and the Washington Public Ports Association (WPPA).
- Monitor changes in water rights policies and laws as they may potentially impact business and agricultural interests within the county.
- Assist or refer private business needs to agencies providing assistance and/or provide technical assistance capacity-building support, as appropriate.
- Distribute promotional materials/websites/interpretive signs/presentations for the District and County in general and develop promotional materials for Port facilities in particular.

#### Findings for Goal 2:

The Port holds capabilities as a general-purpose economic development agency and an off-water industrial property developer. The Port acts as a liaison between private businesses and local, state, and federal business assistance programs. It is a conduit to state and federal lobbyists. Therefore, the Port needs to communicate with, and educate, the public about these capabilities. The Port must continue to increase the coordinated, cooperative promotion of the area to prospective industrial investors and firms. In addition, the Port needs to continue collaborative efforts to grow capacity in advanced manufacturing and other sectors of the economy.

Some Port Districts have experienced success in coordinated, cooperative promotion through development of Public Development Authorities (PDA's) in local communities. PDA's are made up of local people investing in retail/medical services in their community. Port support for these activities will benefit the Port's mission. The Port will seek opportunities to partner on these types of projects.

***GOAL 3: Continue acquisition, development and management of Port properties and facilities, and where benefits are shown to exist consider disposition of assets to ensure economic growth.***

#### Policies/Objectives:

- Maintain a flexible leasing policy responsive to the needs of the district.
- Provide public port facilities as warranted by market demand, including construction where needed.
- Work toward acquisition of additional acreage and buildings wherever needed or invited for future Port expansion.
- Encourage maximum taxable tenant improvements at all Port sites.
- Incorporate proactive environmental planning with industrial, commercial and recreational (including cruise boat) development on land and on the water.
- Update the aerial photos and maps of Port properties and facilities.
- Keep assets clean, safe, and attractive.
- Work with Asotin County, City of Clarkston and other local agencies with regard to stormwater runoff issues.

#### Findings for Goal 3:

In order for the Port to continue its success, it must continue acquisition, development and management of all Port properties and facilities. Therefore, the Port must continue to nurture its existing on-water and off-water sites and diversify its interests by exploring alternative locations and approaches, such as microenterprise development in rural communities.

With the increasing challenges facing waterfront development as a result of the ESA listings of salmon and steelhead and updated stormwater regulations, the Port must be forward thinking in its future development plans and incorporate proactive methods for industrial development in balance with watershed improvements and preservation, as well as commercial and recreational development on the riverfront.

The Port has secured port security resources to assure safety of its properties in north Clarkston and will provide adequate lighting and other security measures when it develops property elsewhere in the County.

**GOAL 4: *Regularly update telecommunications construction plan and create infrastructure to facilitate enhanced telecommunications services countywide.***

Policies/Objectives:

- Develop telecommunications needs assessment, connectivity strategies and recommendations for future network implementation projects for telecommunications infrastructure within Asotin County.
- Work within the guidelines RCWs 53.08 which allows Ports to build telecommunication infrastructure and offer it wholesale or retail to service providers or customers.
- Work with Asotin County's independent telephone companies, when invited and where feasible, to create infrastructure that will help our local providers enhance telecommunications services offered to rural communities.
- Work with Asotin County Broadband Action Team to ensure Port priorities and projects are well understood and help meet larger community goals (such as emergency communications and middle mile needs) which will require funding.
- Work with the PUDs, Northwest Open Access Network (NOANet), Bonneville Power Administration, Port of Whitman, Port of Lewiston, WPPA's Broadband Committee, other agencies building telecommunications infrastructure and internet service providers to provide and link networks that will reach in and out of Asotin County.
- Expand the Port of Clarkston's fiber optic network throughout Asotin County, recognizing that affordable high-speed internet connectivity is essential for education, health care, and business growth.
- Build transmission and "bricks and mortar" type facilities for lease in Asotin County that will encourage telecommunications companies to provide enhanced services in rural Asotin County.
- Where possible, tap state and federal resources to support this goal.

Findings for Goal 4:

The Port of Clarkston has adopted the Port of Whitman model whereby partnerships are formed with multiple telecommunications carriers that provide broadband choices for citizens in their jurisdiction through the lease of dark (unlit) fiber optic cable. The Port of Clarkston has approximately 26 miles of fiber optic cable throughout Clarkston, at Turning Pointe Business Park and within the incorporated area of Asotin County. It is essential for this infrastructure to be expanded to meet growing demands for high-speed internet connectivity.

The Port will continue to develop infrastructure throughout Asotin County, form partnerships and link networks in order to provide affordable, state-of-the-art telecommunications opportunities through the Asotin County. It will continue to expand upon the many existing partnerships with for-profit and non-profit retail internet service providers, for service delivery. It will collaborate regionally, on a state level, and national level for both last mile and middle mile projects.



**GOAL 5: *Encourage a balanced and economical multi-modal transportation system serving agriculture, commerce, industry, recreation and tourism.***

Policies/Objectives:

- Advocate for and maintain adequate navigation and amenities for the cruise boat industry on the Snake River.
- Advocate for and maintain adequate navigation and amenities for freight-by-river movement on the Snake River (including legislative changes to define turning basins).
- Continue advocacy for maintaining the entire Columbia/Snake River channel as a transportation system.
- Recognize that all modes of transportation are important with emphasis being shifted from time to time depending on needs of the District.
- Formally participate in the metropolitan planning organization, regional transportation planning organization and state transportation planning on a regular basis to preserve and enhance transportation systems.

Findings for Goal 5:

The cruise industry continues to grow and the role of moorage in the Lewis-Clark Valley has become increasingly important since passenger change-out was initiated in 2015. On Sept. 26, 2017, maximum capacity at the Port was reached with three boats moored at the 7<sup>th</sup> Street cruise boat dock and one at the 14<sup>th</sup> Street dock. Reservations for moorage indicates that maximum capacity will be constrained going forward, particularly in the fall. American Cruise Lines with four boats on the system is expected to add a fifth in 2023. Back-up amenities need to be developed as a) capacity continues to be constrained and b) sediment builds-up at the Port of Clarkston cruise boat dock. The planned economic impact study and needs assessment will guide decision-making.

Advocacy is continually needed for sustaining and maintaining the dams and navigable channel, including adequate appropriations. The Port engages in this effort with assistance from and membership in the Pacific Northwest Waterways Association, Northwest River Partners, and the Inland Ports Navigation Group.

Port staff have served on the Palouse Rural Transportation Planning Organization (PRTPO) Board, as well as the Lewis-Clark Valley Metropolitan Planning Organization Technical Advisory Committee, to facilitate partnerships, exchange information and advocate for transportation solutions, where needed. Emphasis on the local level has been on traffic flow, walkability, and improved bike and pedestrian amenities.

**GOAL 6: *Develop and maintain recreational facilities physically and operationally in recognition of the importance of recreation to the health and quality of life of citizens within the Port District.***

Policies/Objectives:

- Continue to maintain and improve to existing recreational facilities including but not limited to retaining wall viewing areas, interpretive panels, path upgrades, spanning gaps where needed, landscaping and lighting of pathways.
- Create new recreational opportunities where compatible with commercial and industrial development goals (for example, a trail system at Turning Pointe Business Park).
- Investigate opportunities to increase income and reduce costs while continuing maintenance of the park, cruise boat docks, trails and other facilities.
- Continue to support recreational facility/economic development riverfront projects in west Clarkston.

Findings for Goal 6:

Historically, operations and maintenance revenues have been able to support Port activities including the continued operation and maintenance of Granite Lake Park, dock and amphitheater. Creating recreational opportunities at the Turning Pointe Business Park will increase costs for operations and maintenance, even though the Port is seeking waterwise and limited maintenance solutions. Therefore, operations revenues may not be sufficient to cover the costs of recreational amenities. However, availability of recreation facilities can aid in creating an attractive environment which will aid business recruitment efforts and business retention efforts for the District and region at large. Therefore, it is acceptable to move forward on this goal, even if tax revenues must be tapped to maintain the amenities.

**GOAL 7: *Maintain the District's fiscal ability to provide needed resources and services to all constituents.***

Policies/Objectives:

- Implement assessment of passenger boat terminal fees to decrease the subsidy the Port of Clarkston provides to the cruise boat industry.
- Periodically review long-term lease rates to consider the impacts of inflation, the needs of the district, and the competitiveness of leases and apply inflationary adjustments (generally CPI) consistently, whether leases are monthly or long-term. Perform lease rate study every 5 years to ensure port leased assets are at fair market value per RCW 53.08.
- Periodically review the best use of excess or inactive properties and consider their sale to fund capital projects.
- Strive to manage 100% of operations and maintenance costs within revenue received for operations. This will thereby preserve tax revenues, to the extent possible, for long-term investments in asset- and capacity-building.
- Maintain record-keeping on cash basis of accounting.

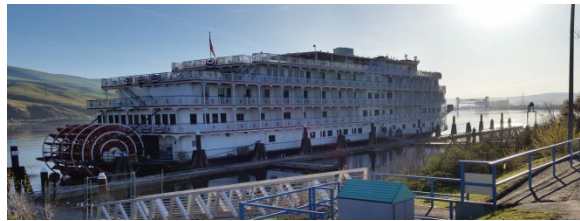
Findings for Goal 7:

Historically, Port policy has been to conserve the district's money and not require more taxes beyond what was originally authorized. The Port has worked hard to cover maintenance and operations expenses with operational revenues, including the cost of maintenance dredging. Existing tax

revenues support the creation and/or acquisition of new public assets. Turning Pointe Business Park, at an investment of roughly \$5 million, has been one of the biggest projects undertaken by the Port in recent years. (The amount invested is more than ten years of tax revenues for the Port of Clarkston.) The Port's total investment in new capital projects is nearly over \$6 million from 2013 through most of 2022.

The Port has worked hard to secure grants and loans so that it was not necessary to increase the taxes paid by constituents. Grants secured from 2010 through 2022 for capital and non-capital projects exceeded \$11.3 million. As a result of the achievement of two fiscal goals—responsible management of resources and growing the tax base--the tax levy rate for the Port has decreased by 10.67% in the last decade.

**SUMMARY:** In establishing these goals, policies and objectives, the Port of Clarkston hopes to set a realistic and achievable course for the next six to ten years. The Port has written these goals broadly in order to maintain flexibility while identifying priorities, targeting actions and providing information behind the rationale for each individual goal.



## ECONOMIC DEVELOPMENT INITIATIVES

### *Preface*

Location overview: Assets owned by the Port of Clarkston are generally located in north Clarkston (north of Bridge Street) or in "Turning Pointe," the sustainable business park south of Ben Johnson Road and west of Evans Road in Asotin County. However, projects on the horizon, particularly capacity building projects, are not limited to those two locales.

### CAPITAL PROJECTS:

Completed projects: The following is a list of infrastructure projects the Port of Clarkston has completed from 2015 through 2021:

Project Title	Type of Project	Grant/loan assistance	Public Investment	Status of Project
Purchase/renovate building (Port owned buildings for rent)	Building improvements	No	\$ 417,086	Completed
Expand Port Security System	Infrastructure	Yes	37,981	Completed
Granite Lake Park Improvements	Electricity	No	10,862	Completed
Purchase vehicles	Equipment	No	26,511	Completed
Turning Pointe Business Park Phase II, Grading	Infrastructure	No	615,364	Completed
Misc equipment	Equipment	No	20,957	Completed
Telecommunications Infrastructure	Infrastructure	Yes	806,841	Completed
Sidewalks & road improvements	Transportation	No	14,261	Completed
Cruise boat amenities	Infrastructure	No	425,295	Completed
<b>TOTAL</b>			<b>\$ 2,375,158</b>	

Planned for 2023: Within the draft budget for 2023 are the following projects:

#### 773 - Capital Projects carried over from 2022

- Broadband fiber-to-the-home projects for: a) northwest Clarkston Heights; b) Grantham Elementary School Service Area; and c) Census Tract 9604

#### 773 - New Capital Projects in 2023

- Slurry Seal, crack seal and stripe parking lots adjacent to Administration Building
- Develop grading plan set for Turning Pointe Business Park to make more parcels "shovel ready"

- Purchase equipment trailer for maintenance department
- Plant 100 trees/year
- Create park-like feel to Turning Pointe Business Park along Dry Gulch

Discussed as “being on the horizon” in the 2023 budget narrative were these capital projects:

- Explore the feasibility of a new cruise dock facility on West end of riverfront near Red Wolf Bridge
- Reinforce west end of 14<sup>th</sup> Street dock for future heavy freight movement (Conditions assessment to occur in 2023)
- Expand telecommunications infrastructure to cell tower south of Asotin in 2023 (middle mile)
- Continue to expand telecommunications infrastructure
- Expand shovel ready land for sale or lease at Turning Pointe Business Park through a series of grading projects.
- Potential to purchase existing buildings: Current tenants, at various times, have offered to the Port for purchase buildings constructed on Port ground. In addition, other buildings being offered for sale in 2023 may present opportunities for the Port to expand its inventory of buildings. The Port recognized these opportunities in the text of the budget narrative but did not set aside a specific amount for such purchase(s).
- Update existing port security equipment and explore need for expansion
- Construct a multi-tenant or incubator building: A new multi-tenant facility on port-owned ground is likely to meet the needs of future new tenants.

## ***Industrial and Commercial Infrastructure***

### **A – Development Overview**

Description: The original industrial and commercial infrastructure owned by the Port of Clarkston since the 1960s is in the Clarkston city limits, north of Bridge Street. It consists of land, buildings on Port owned land, water, and sewer. The original improvements did not come together as a named development, except that most of the land used to be the old airport. Therefore, this section of properties and projects within north Clarkston are collectively referred to as the Historic Port District.

In 2014 and 2016, improvements within “Turning Pointe,” the new business/industrial park west of the populated area of Clarkston and Clarkston Heights off Evans Road, were completed, making more improved property available for business development. Of the land developed, two shovel-ready 1-acre parcels remain available for sale, and many more available for lease through August 2034 after which many more can be sold. Other land potentially for lease at Turning Pointe could benefit from grading and/or investment in infrastructure.

Purpose: The primary purpose for Port-owned land is to promote commercial and industrial development. Land is available for lease in north Clarkston and for lease or sale in Turning Pointe. Also, on some properties, buildings have been available for lease. Although some tenants have requested the ability to purchase land, the Port has thus far declined to make sales of any land north of Port Drive. In the opinion of the present Port Commissioners, land accessing the river, in particular, is difficult to replace.

Water, sewer, natural gas and telecommunications availability: This property has been improved for several decades, with the exception of telecommunications infrastructure. Telecom improvements began in 2013 and have been budgeted to continue in and beyond 2023.

Acquisition: The old airport property was acquired in the 1960s and 1970s by transfer from Asotin County. Three more recent purchases of property, both with improvements, were on Commercial

Way in 2006, on Fair Street in 2008, and on Port Drive in 2016. The property on Commercial Way was resold in 2021. Land for Turning Pointe was purchased in 2012.

Purpose: Land and buildings were acquired because of the need for an improved industrial area to diversify the economy of Asotin County. Turning Pointe Business Park was developed so that non-water dependent commercial (including heavy industrial) projects had alternatives away from the riverfront.

Use and Occupancy: The commercial and industrial land owned by the Port within the Clarkston City limits is divided into two zoned areas: Property east of 13<sup>th</sup> Street is zoned Port Commercial. Property west of 13<sup>th</sup> Street is zoned Heavy Industrial. Turning Pointe Business Park is a mixed-use planned unit development.

Problems and Constraints: Ports are required under Chapter 53.08 of the Revised Code of Washington to charge fair market value for leases. Commercial interests, including a big box store, have increased in number within Clarkston's city limits, driving up land values. Higher land values make it more difficult for start-up and expanding companies to make fair market value lease payments. Also, many businesses prefer to own the land on which they make improvements. Adding options at Turning Pointe should assist in solving these problems and constraints.

## **B – Off-the-Water Development**

Description: In 2014, the Port of Clarkston completed development of roadways, water, sewer, natural gas, electrical service, and telecommunications infrastructure at Turning Pointe Business Park. A total of 25.6 acres is available for immediate sale or lease. In 2016, the Port performed additional grading to make the parcels shovel-ready. More improvements at Turning Pointe are being planned.



Location: Turning Pointe is west of Evans Road, south of Ben Johnson Road, with the northern boundary being the section line for Section 36, of Township 11 North, Range 45 East, Willamette



Meridian. It is outside the city limits of the City of Clarkston and falls under the jurisdiction of Asotin County.

Water, sewer, natural gas and telecommunications availability: Water, sewer and telecom are immediately available. An agreement with Avista has been reached with regard to electricity and natural gas when the demand for these utilities occurs at this location.

Acquisition: The Port purchased this property from Asotin County in July 2012 and completed improvements in 2014 and 2016. In 2020, the Port contracted for engineering services to identify alternatives for future improvements.

Purpose: This land is being developed because of the need for an industrial area to diversify the economy of Asotin County and to provide infrastructure to commercial parcels. (Sewer is limited in Asotin County, causing constraints against business growth.)

Use and Occupancy: It is important that this development meld with surrounding uses, which are residential and some heavy industrial. The land is a greenfield and has only experienced agricultural use. The Port anticipates securing multi-use areas through a planned unit development approach. The plan also calls for use of sustainable practices in development and implementation.

Problems and Constraints: Some lands within Turning Pointe are tied to grant obligations and cannot be sold until August 31, 2034.

### ***Transportation Infrastructure***

#### **A – Marine Related:**

Description: There are two marine related transportation facilities managed by the Port of Clarkston (7<sup>th</sup> Street Dock and 14<sup>th</sup> Street Dock) and a third one managed by Lewis-Clark Terminals that allows freight and/or cruise boat access to the navigable channel. The Port has one additional on-the-water facility in the form of a short-term moorage recreational dock. Lastly, a tenant leases land under water for a commercial/recreational dock connected to land the Port leases from the U.S. Army Corps of Engineers.

Location: All are located on the Snake River in north Clarkston.

Roadways, water, sewer, natural gas and telecommunications availability: Roads to and from the water are provided at the 7<sup>th</sup> and 14<sup>th</sup> Street Docks. Sewer and natural gas are not anticipated needs. Telecommunications fiber is near these locations. The Port would like to partner to provide telecommunications services at these locations. Stepped electrical connections are under consideration at the 7<sup>th</sup> Street Dock,

Acquisition: The two marine transportation facilities controlled by the Port of Clarkston have been evolving over time, almost since the Port began operations in 1958.

Purpose: Ports are in a position to provide transportation on the river channel. Ports have been fulfilling this role in Washington state for over 100 years. As the second furthest inland seaport in the northwest, the Port of Clarkston has amenities that are available for use.

Use and Occupancy: The Port's 14<sup>th</sup> Street freight dock has not been in steady use for moving freight since 2007. An exception is for transient moorage for wind project parts unloading at Port of Lewiston

in 2020. However, the 14<sup>th</sup> St. dock is in regular use by the cruise boat industry. Projected for visitation in 2023 are 30,000 cruise boat passengers plus crew members, on three cruise lines in eight boats; they will call at the 7<sup>th</sup> St (cruise boat) and 14<sup>th</sup> St (freight) docks. The most traffic occurs in the fall; capacity at the 7<sup>th</sup> St. dock is inadequate to serve the needs during that time of year. The Port will continue to maintain the freight and cruise boat docks and dredge the berthing areas to assure their continued usability.

Problems and Constraints: One challenge to marine facilities is that the Snake River takes an almost 90° turn to the west at River Mile 139, resulting in deposition of sediment. The nearest sediment trap on the mainstem of the Snake River, Hells Canyon Dam, is 110 miles upriver. Tributaries entering the Snake below Hells Canyon Dam, specifically those draining unmanaged forest that are wilderness areas, contribute significantly to sediment load. Unusual weather events are causing increased erosion.

In both 2020 and 2022, the region experienced abundant wheat harvests. The Lewis-Clark Terminal (LCT) shipped or will ship significant volumes of wheat. Sediment build-up at the Clarkston terminal requires barges to be loaded to 30% capacity, even at water levels significantly above minimum operating pool<sup>1</sup>, before being moved to LCT facilities at the Port of Lewiston to be topped off. This process is very inefficient and increases transportation costs for local farmers.

Significant Maintenance Project -- Dredging: The cost of navigation channel, access channels<sup>2</sup> and berthing area dredging is expected to reoccur every four to seven years. Dredging of the navigation and access channels and berthing areas is presently permitted and expected to occur Dec. 15, 2022 through February 28, 2023.<sup>3</sup>

## **B. Non-marine Related**

Description: The Port owns one street, Zirbel Lane. Zirbel Lane and N. 14<sup>th</sup> Street. In addition, the Port owns two paved fire lanes.

### ***Communications/Security Infrastructure***

#### **A. Telecommunications**

Description: RCWs 53.08.005, 53.08.370 and 53.08.380 allow Ports and PUDs to build telecommunication infrastructure and offer it wholesale to service providers or to retail customers. Under these provisions, the Port is working to develop a county-wide telecommunications delivery plan and a business case for priority investments. Work completed from 2013 to 2020 (depicted in the following map) created basic backbone from which connectivity can be expanded between the two incorporated cities (Asotin and Clarkston), and connected many businesses and nearly all the anchor institutions (schools, hospitals, governmental entities).

In 2021, the Port secured funding for three fiber-to-the-home projects in its jurisdiction (2 in the county, and 1 in Clarkston City limits), totaling \$4,875,547. The Port's match, in total, on the three

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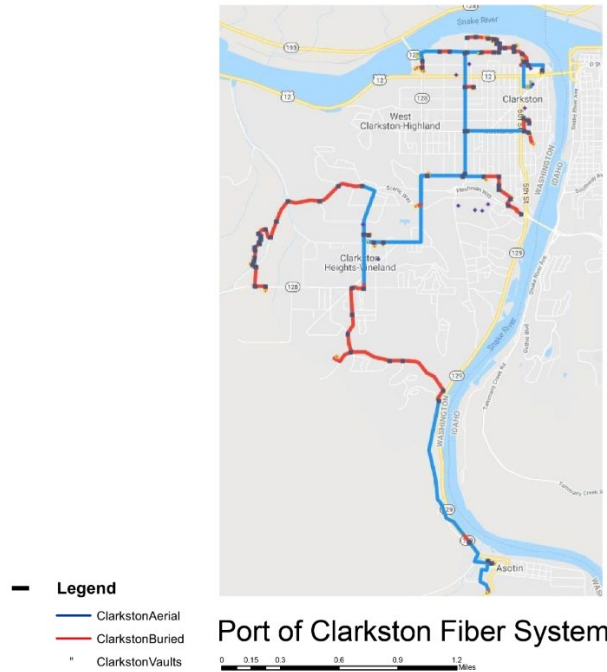
<sup>1</sup> In 2017 - 2022, due to shoaling the U.S. Army Corps of Engineering raised the pool above minimum operating pool (MOP) to keep the navigation channel and berthing areas safe.

<sup>2</sup> Previous dredging projects assigned responsibility to the U.S. Army Corps of Engineers for dredging all areas that were

<sup>3</sup> Previously, dredging to a depth of 15 feet was last completed in 2015. The 2022-2023 dredging project is expected to dredge to a depth of 16 feet.

projects is roughly \$360,000. The first of the three, serving the northwest Clarkston Heights area is expected to conclude Spring 2023. The second is planned to be put out to bid 4<sup>th</sup> Quarter 2022. Final wrap-up of the three is expected before December 31, 2024.

### Fiber Build-out Through 2021



**Location:** Phase I roll-out of infrastructure occurred within the Historic Port District and was slightly over a mile in length. Phase II was more comprehensive, starting at 13<sup>th</sup> & Port Drive, connecting with all the schools within the Clarkston School District and going to the west side of the urbanized area at Turning Pointe Business Park for a distance of approximately 7 miles. Phase III wrapped up in 2020 when the Port expanded the system to the City of Asotin, nearly doubling the amount of fiber optic cable it owns within Asotin County and connecting the only two incorporated cities in the Port’s jurisdiction (which is Asotin County). Presently, the Port is constructing three fiber-to-the-home projects, two in Asotin County and one in the Clarkston City limits.

**Acquisition:** Investment in actual infrastructure began Spring 2013 and has continued every year thereafter, through present.

**Purpose:** The purpose of this investment is to provide affordable access to broadband service delivery—amenities that might be available in areas with greater populations. (Rural communities seldom are served as well as urban areas because critical mass/large populous can make urban areas more lucrative.)

**Use and Occupancy:** A recent legislative change expanded port authority in Washington to retail as well as wholesale use of the fiber. To date the Port has retained the dark fiber leasing model and not provided lit services. Presently, the Port relies on ten different partners (lessees) within the private sector (internet service providers) to make the ultimate connections.

**Problems and Constraints:** Investment in fiber optics delivery for telecommunications is both timely, given recent investments by NOA Net, the Port of Whitman, and the Port of Lewiston and is expensive, as is every last mile delivery system. Finding adequate resources to continue service delivery to our

community continues to be a challenge. The Port has sought grants in the past to build what has been constructed to date and anticipates future assistance to expand the network.

## **B. Port Security System**

Description: The Port has been able to secure Homeland Security/FEMA resources to install security cameras throughout north Clarkston since 2011. The most recent upgrade the Port's equipment was in 2018.

Location: These cameras (and supporting radios) are located at the three docks (cruise boat, recreational and crane dock), several Port buildings, and also the tower of the grain terminal.

Problems and Constraints: At this time, the Port is experiencing no problems with the existing system. No significant improvements are planned in the short term.

### ***Recreation and Tourism***

Description: Recreation/tourism projects are diverse and include cruise boat docks and the recreational dock connected to Granite Lake Park (as well as the park itself). In addition, the Port subleases land and aquatic land to a tenant that operates a marina. A more comprehensive list follows.

Location: Recreation/tourism projects are located at:

- a. Land in north Clarkston leased from the U.S. Army Corps of Engineers (USACE) including Granite Lake Park, dock and amphitheater, the driving range, 7<sup>th</sup> St. cruise boat dock and Hells Canyon marina,
- b. The 14<sup>th</sup> Street dock, and,
- c. Land along Dry Gulch off Evans Road for which the Port obtained a Waiver of Retroactivity when it was purchased so that the land value at the time of the purchase could be used as match for future recreational grant requests (10.7 acres).

Acquisition: Amenities listed under "Location", item "a" above are under lease with the U.S. Army Corps of Engineers.

Concept: Recreational opportunities were identified in the 2022 Parks and Recreation Plan (see Appendix D). The Port anticipates an update to the Parks and Recreation Plan in the near term.

Use and Occupancy: Land referenced in Item "a" under "Location" is presently used for recreation. Land referenced as Item "c" was withdrawn from an agriculture lease. Occupancy is not relevant, but leasing is occurring in "a".

Problems and Constraints: Funding for the projects which the Port would undertake is a challenge.

### ***Capacity-Building and other Broader Economic Development Initiatives***

The Port of Clarkston engages in a number of economic development initiatives that don't directly relate to creating and maintaining physical assets. Key initiatives include:

- Export program initiatives (to benefit a rural cluster of boat-manufacturers presently),
- Workforce development initiatives such as DACUM development for fabricator positions, and support to the Metal Supercluster,

- Cluster-building, including technical and administrative support to the Northwest Intermountain Manufacturing Association (NIMA), the American Manufacturing Network, Inc., and AMN Solutions, LLC,
- Workforce training support with partners such as Walla Walla Community College, E. Washington Partnership Workforce Development Council and Southeast Washington Economic Development Association,
- Strategic Reserve Fund pass-through to local business(es), and,
- Planning studies (examples: business incubator study; cruise boat economic impact and needs assessment).

The Port does not consider these projects to be capital projects; capacity planning, however, can result in capital budget recommendations. From a financial accounting perspective, these are considered non-operating, non-recurring projects. The following is a description from our recent budget narrative:

*Non-operating non-recurring projects:* “Non-operating non-recurring projects” consist of one-time planning, technical assistance, capacity building or other projects that would not be expected to be recurring operations costs or result in the creation of an asset. Typically, these projects occur with some outside funding assistance. These types of projects could start and conclude within the same fiscal year or could span over two or more fiscal years.

The following has been developed as an internal budget management tool.<sup>4</sup> Using the 2014 BARS manual for guidance, we have placed non-operating “pass-through” revenues into the non-revenue category within the chart of accounts that begins with 670 and non-expenses in 779. If Port staff is actively involved and the project is more than simply passing funds through for a specific purpose, non-operating revenues are recorded under 699 and non-operating expenses under 799.

#### NON-OPERATING NON-RECURRING PROJECTS

779/799.9 - Non-operating non-recurring projects wrapped up in 2022 -- None

779/799.9 - Non-operating non-recurring projects carried over to 2023

- Dredging at the Port of Clarkston berthing areas,
- Advocacy for changes to Water Resources Development Act language for its next iteration, presumably in 2024, to assure that turning basins are well defined in front of the Port of Clarkston,
- On-going support to American Manufacturing Network and Northwest Intermountain Manufacturing Association by assisting with securing match and grants for federal contracting support,
- On-going support to the Lewis-Clark Valley Wine Alliance and viticulture area, and,
- Continued advocacy for the navigation channel and access to Port berthing areas.

New non-operating, non-recurring projects on the horizon

- Market value analysis of existing leases
- Study of structural capacity at 14<sup>th</sup> Street dock

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<sup>4</sup> It follows previous, not current, annual financial reporting requirements prescribed by the State Auditor’s Office (SAO). SAO does not prescribe local government financial management tools or processes. The 2014 guidance had closer connection to information needed by the Port of Clarkston; SAO’s current system disavows any connection for management purposes.

Since the projects described in this section are not capital improvements, they are not included in the Planned Improvements section of this document.

## **PLANNED IMPROVEMENTS**

### ***Near Term Recommendations***

- Grade more parcels at Turning Pointe Business Park and make needed infrastructure improvements to meet demand
- Create positive “park-like” amenities to Turning Pointe that are beyond basic utilities, seeking “waterwise” low maintenance solutions and short-term watering to establish plants and bridging gaps in walking path
- Pre-permit building activities, as cost-benefit of such activity is proven to be a benefit
- Work with local developers that have an interest in constructing rental buildings
- Develop marketing materials to promote the benefits to business of locating within the District
- Consider sustainability, the environment, pedestrian and bicycle access and the proximity of existing services when planning improvements
- Continue identifying telecommunications delivery gaps, plan expansions and make strategic investments
- Expand Port’s fiber optics system to meet connectivity goals
- Maintain all existing Port facilities and improvements in good repair
- Where additional improvements are needed to lease sites, make such improvements
- Maintain marine docks
- Examine alternatives to reduce maintenance dredging of the areas between the navigable channel and Port facilities
- Acquire additional land (including USACE waterfront property) and buildings, as needed and as opportunities are presented which may or may not be contiguous to current Port holdings
- Construct rental buildings and associated infrastructure when feasible and when needed
- Continue cycling/pedestrian-based (sidewalk & pathways) and landscape improvements in north Clarkston and/or work with partners to accomplish goals
- Maintain existing park improvements and keep Port Park equipment in good order and repair

### ***Medium Term Recommendations***

- Build a multi-tenant (incubator) building
- Replace/fortify west end of crane dock
- Examine alternatives for the nine acres of property under the water under Port Management Agreement with WA Dept. of Natural Resources, such as potential use for dredged spoils

### ***Timing to be Determined***

- Pave fire lanes
- Obtain title to USACE waterfront property
- Create “entrance” to north Clarkston from western edge of Port Drive with tree plantings/boulevard

### ***Timing That Is Opportunity Driven***

- Acquire new/existing properties and facilities throughout the district for economic development purposes

## COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

The capital development component of the Port of Clarkston’s Comprehensive Scheme of Harbor Improvement (below) describes in general terms what major improvements to Port properties are planned and what new acquisitions are planned. A port may not make a major improvement or acquisition unless it is addressed in the “comprehensive scheme.” (RCW 53.20.010)

Category	Improvement	Estimated Costs	Estimated Completion
<i>Industrial and Commercial Infrastructure</i>	Expand infrastructure in sustainable business park	\$2,300K	2025
	Build multi-tenant building	\$2,500K	2027
	Acquire or lease new/existing properties and facilities throughout the district for economic development purposes	Unknown	As opportunity arises
	Obtain title to USACE waterfront property	Unknown	2032
	Construct new facilities to meet demand	Unknown	2026
	Slurry/seal coat parking lots	\$7K	2024
	Grade parcels within Turning Pointe Bus Park	\$1,700K	2025
	Develop park-like features within business park (plant trees, improve trail)	\$80-\$90K	2022-2024
<i>Transportation Infrastructure</i>	Dredge freight & cruise boat berthing areas	\$270K	2023
	Improve cruise boat docking amenities & support infrastructure	\$800K	2027
	Improve west section of crane dock	\$600K	2027
<i>Communications &amp; Security Infrastructure</i>	Continue expanding telecom infrastructure	\$2,500K	On-going
	Upgrade,/expand/improve port security system especially near Red Wolf Bridge	\$50K	2024
<i>Recreation and Tourism</i>	Continue expanding telecom infrastructure	\$2,500K	On-going
	Acquire land/amenities as needed to provide improved recreation/tourism experiences	Unknown	As needed
	Acquire land/amenities as needed to provide improved recreation/tourism experiences	Unknown	As needed
<i>Administrative</i>	Dredge recreation dock at Granite Lake Park	\$45K	2023
	Identify alternatives for relocating office if land underneath is leased to commercial tenant	\$15K	As needed
	Assure adequate equipment and vehicles for Port administration & property maintenance	\$10K	Annually



## **LIST OF ITEMS IN APPENDIX**

The following are appended to the Port of Clarkston's Comprehensive Scheme of Harbor Improvements.

- A) Public Port District Powers
- B) Employment and Related Demographic Details
- C) Revenue and Net Gain (Loss) Analysis -  
Comparing Details from Port of Clarkston's Annual  
Expenditures
- D) Synopsis of 2022-2027 Parks and Recreations  
Plan

## **APPENDIX A – PUBLIC PORT DISTRICT POWERS**

The following list summarizes powers granted to Public Port Districts in the State of Washington.

1. Provide facilities for all forms of transfer (air, land and marina) such as terminal facilities, airports, multi-use buildings, warehouses, elevators, canals, locks, tidal basins, rail and motor vehicle freight and passenger handling facilities and improvements needed for industrial and manufacturing activities within the district. (RCW 53.08.20 and others)
2. Construct, purchase or maintain facilities and equipment needed for the freezing or processing of goods and agricultural products, etc. (RCW 53.08.20)
3. Improve district lands by dredging, filling, bulk heading, providing waterways, or developing such lands for sale or lease for industrial or commercial development purposes. (RCW 53.08.060)
4. Install industrial waste disposal, sewer, water and other utilities when not adequately provided by other governmental entities. (RCW 53.08.040)
5. Improve any waterway, create new waterways, widen, deepen, or otherwise improve watercourses, bays, lakes or streams. (RCW 53.08.060)
6. Install pollution abatement facilities for new or existing business firms and industries under certain conditions. (RCW 53.08.041)
7. Develop and maintain public parks and recreational facilities as to more fully utilize boat landings, harbors, wharves and other facilities of the district. (RCW 53.08.260)
8. Establish, operate, and maintain foreign trade zones with permission of the federal government; proceeds can be used to acquire land, construct and maintain warehouses and other facilities with the zone. (RCW 53.08.030)
9. Fix, without right of appeal, the rates of wharfage, dockage, warehousing, or port or terminal charges upon all improvements owned and operated by the district. (RCW 53.08.070)
10. Levy property taxes, subject to constitutional limitation and, buy, sell, or build properties to finance district operation. (RCW 53.36.020)
11. Undertake and adopt comprehensive development plans for the district, including studies and surveys to assure the proper utilization of transfer facilities, land or other properties or utilities. (RCW 53.08.160)
12. Exercise the right of eminent domain. (RCW 53.25.190)

13. Make cooperative agreements with other ports, local, or state governmental bodies, thereby providing better services at lower costs. (RCW 29.34.010)
14. Expend general funds for promotional hosting to attract industry or trade to use district facilities. (RCW 53.36.130)
15. Establish local improvement districts within the district. (RCW 53.08.050)
16. Promote tourism promotion. (RCW 53.08.255)
17. Acquire, construct, lease and operate rail services, equipment and facilities inside or outside the district. (RCW 53.08.290)
18. Establish trade centers. (RCW 53.29.020)
19. Create industrial development districts within a port district. (RCW 53.25.040)
20. Build telecommunications infrastructure and provide wholesale telecommunications services. (RCWs 53.08.005, 53.08.370 and 53.08.380)
21. Apply Tax Incremental Financing as a tool for financing projects in targeted areas to encourage private development and investment (RCW 39.114).

# Asotin County profile

By Ajsa Suljic  
Regional labor economist  
*Updated January 2022*

[Overview](#) / [Geographic facts](#) / [Outlook](#) / [Labor force and unemployment](#) / [Industry employment](#) / [Wages and income](#) / [Population](#) / [Useful links](#)

## Overview

### **Regional context**

Asotin County, established in 1883, is in the farthest southeastern corner of Washington, bounded on the east by Idaho and on the south by Oregon. Garfield County makes up its western border and part of its northern border as well. The balance of its northern border is shared with Whitman County.

Before white exploration and settlement, the semi-nomadic Nez Perce inhabited what is now Asotin County. Tribes on both sides of the Nez Perce Trail used it for commerce, which was of strategic importance to the development of the region. Modern-day highways largely parallel the old trail.

The establishment of the territory and the end of the Indian Wars resulted in an influx of white settlers into the county. Asotin, a former Nez Perce village, attracted settlers who were producing cattle, fruit and vegetables for mining camps in Idaho by 1868. Most economic development in the county was linked to mining activity in Idaho.

By the 1950s, agriculture dominated Asotin County's economy with grain crops, such as wheat and barley, as well as peas, berries, tree fruits and nuts, which were clustered near the river. The food processing industry grew up around these crops and the meat and dairy farms.

The dense stands of fir in the Blue Mountains made lumber and wood products a growth industry. Hunting and other outdoor recreation have been growth industries too. The completion of the Lower Granite Dam in 1975 shut down orchard and beef-processing activities along the river as land was submerged, but it created one of the longest inland water routes in the nation. Agriculture remained important, but now shared top billing with port activity at Clarkston-Lewiston and the federal U.S. Army Corps of Engineers, which operated the dam. Population growth followed the port activity at both Clarkston and Lewiston, fueling trade and service sectors catering to their needs.

Source: Historic Glimpses of Asotin County by E.V. Kuykendall, Bob Weatherley of the Asotin County American

### **Local economy**

Based on the *Quarterly Census of Employment and Wages* (QCEW), in 2021 overall employment grew by 2.9 percent to 6,647, which was led by leisure and hospitality growth of 89 new jobs or 12.7 percent over the year. Professional and businesses services grew by 55 new jobs or 16.7 percent. Manufacturing grew by 36 jobs or 8.7 percent and education and health care increased by 33 jobs or 2.0 percent.

## Appendix B – Economy of the Clarkston-Lewiston Area, updated January 2022

Economic growth is much diversified and varies among those in goods-producing and service-providing industries. These changes are giving many indicators towards employment expansion and opportunities for the local resident labor force.

All the other industries have recorded decreases or remained unchanged over-the-year. The largest employment loss was in natural resources sector with 29 fewer jobs or 38.7 percent less. Other industries that have decreased over-the-year include retail trade with 22 or 1.8 percent less jobs, and construction with 21 or 4.0 percent less jobs over-the-year.

Agricultural employment also continues to play an oversized role regarding the overall contribution to the county's economic well-being beyond covered employment. High prices for wheat positively impact wholesale sales employment, retail sales and the overall quantity of money flowing through the economy. Market value of all products sold was over \$12.9 million, which was down by 37.0 percent from the 2012 Agricultural Census. Crop sales represented 58.48 percent of total value of products sold, while livestock, poultry, and their products accounted for 42.0 percent of total sales. Average per farm sales were \$62,961, which decreased by 43.2 percent since 2012. Top crop production in Asotin County is winter wheat for grain.

Source: Employment Security Department; Asotin County data tables

### Geographic facts

	Asotin County	Rank in state
Land area, 2010 (square miles)	636.21	34
People per square mile, 2010	34.0	20

Source: U.S. Census Bureau QuickFacts

### Outlook

Most of the growth in the county is expected to be in the service-providing industries. Some of the growing industries include health care, retail trade and accommodation and food services. Construction activities have been strong in the county. Asotin County retail trade dominated in growth with 165 new jobs, or an increase of 15.9 percent. Food and beverage stores were the largest contributors to the counties job expansion and stability with 113 additional jobs.

Health care and social assistance recorded an average growth of 3.5 percent over the year with 54 new jobs. Segments of growth are social assistance and nursing and residential care facilities. Local population needs for health care services continues to grow in trend with the state and national health care demands. Outlook for health care in Asotin County is very positive and growing. Health care and social assistance makes up over 24.9 percent of total employment in the county with average annual growth of 7.6 percent over the past five years.

As we move forward, we can see growth in professional and technical services industry as population expands their implementation of technology in their work and privet lives. The three-year average annual growth rate at 2.1 percent and this industry makes up 3.4 percent of total covered employment.

Retail trade industry is yet another industry to keep an eye on for the next couple of years, as the area expands with offerings for the local and regional resident population. Average annual growth rate for this industry has been 4.0 percent a year for the past three years with 18.6 percent share of the total employment.

## Appendix B – Economy of the Clarkston-Lewiston Area, updated January 2022

Agriculture employment in the county is expected to continue a slowdown as wheat production becomes increasingly mechanized. For the region, wheat crop production was at levels considered very profitable, historically. Commodities across most markets have continued to see impacts and, in few cases, benefit from changing levels of global trade, demand and monetary valuation.

### Labor force and unemployment

Current labor force and unemployment statistics are available on the [Labor force](#) page on ESD's labor market information website.

The total county labor force was estimated at 10,623 in 2021, about 2.8 percent more than in 2020. The labor force in the county started slowly rebounding in 2012 and decreased in 2020 during pandemic by 1.3 percent. In 2021 labor force recovered from pandemic slump and added more workforce to its ranks. Unemployment in 2021 was 3.7 percent with total of 395 people looking for work. The labor force participation rate in 2019 was 56.6 percent, from 55.9 percent in 2010. The number of employed residents increased by 4.4 percent over the year, or 429 more resident job holders, while the number of unemployed decreased in 2021 by 137 or 25.8 percent.

Source: Employment Security Department; Asotin County data tables

### Industry employment

Current industry employment statistics are available on the [Labor area summaries](#) page on ESD's labor market information website.

In 2021, QCEW data show Asotin County averaged 6,625 covered jobs, up by 2.5 percent from 6,465 in 2020. Of these jobs, the service-providing sector dominated with 83.9 percent of total covered employment while goods-producing industries make up only 16.1 percent.

Asotin County goods-producing industries have grown over the year with an increase of seven jobs or 0.7 percent. Construction is continuing expansion in employment, while manufacturing and agriculture are seeing some structural changes in employment with decreases and restructuring.

- Agriculture, forestry, fishing and hunting continued to be a small component of total 2021 employment at 0.7 percent. Total covered payrolls were \$1.38 million. Overall average agricultural wages were \$29,926 for the workers. Agricultural employment in Asotin County decreased over the year by 31 jobs or 40.3 percent. Long term change shows annually decline in industry of 2.0 percent over the past five years.
- Construction employment decreased for the second year in a row after eighth consecutive years of growth. Decrease was only 20 or 3.8 percent of jobs. Losses are coming from heavy and civil engineering construction and construction of buildings, while specialty trade contractors expanded and by 10.8 percent over the year. The total count was 501 covered jobs, which is the highest in the past ten years. Average annual growth for construction has been 5.6 percent a year over the past five years. Construction is the fifth-largest industry in the county with 8.1 percent of employment and an average \$60,530 annual wage.
- Manufacturing increased by 8.5 percent in 2021 from 2020, for a total employment gain of 35 jobs. Manufacturing makes up only 6.8 percent of total employment or 449 jobs. Manufacturing pays a \$48,946 average annual wage. Major gains occurred in transportation equipment manufacturing. The transportation-specific industry is primarily jet boat manufacturing which has national and international appeal.

## Appendix B – Economy of the Clarkston-Lewiston Area, updated January 2022

- Retail trade is the second largest industry in the county with 17.8 percent share of total employment. Retail employment decreased over the year by 2.3 percent or 28 jobs. Average wages in the retail sector tend to be lower than those of other industries at \$37,511 annually. Total employment in the retail trade was 1,177 in 2021. The largest expansion in retail trade had been in food and beverage stores, which followed by general merchandise stores growth over the year.
- Health care and social assistance in Asotin County is the largest industry that made up 24.7 percent of total employment in 2021. It has been and continues to be a key source of jobs for the county. The total number of jobs in health care and social assistance is 1,639 with an increase of 1.5 percent, or 25 jobs from the 2020 level. The health care and social assistance industry paid on average \$49,886 annually. Average annual growth rate for healthcare has been 7.6 percent a year for the past five years.
- The accommodation and food services industry had 10.6 percent of total employment with a total of 700 jobs in 2021. This industry was hard hit during pandemic with the loss of 7.9 percent or 54 job over the year. The largest losses in employment were in food services and drinking establishments. Total covered payrolls in Asotin County for this industry was \$14.9 million, which is translated to a \$21,346 average annual wage. Even as it is the lowest paying industry in the county, this industry remains an important support industry for the business community, visitors, and area residents.
- Government administration makes up 17.0 percent of total employment in the area, with a total of 1,124 jobs in 2021. Government employment increased by 0.9 percent from 2020, mainly in local government. Most of the government employment is in local and state education and health services. Government is the third-largest industry segment in the county with a total covered payroll of \$54.2 million, which translates to an average annual wage of \$48,253.

For historical industry employment data, *contact an economist*.

Source: Employment Security Department; Asotin County data tables

### **Industry employment by age and gender**

The Local Employment Dynamics (LED) database, a joint project of state employment departments and the U.S. Census Bureau, matches state employment data with federal administrative data. Among the products is industry employment by age and gender. All workers covered by state unemployment insurance data are included; federal workers and non-covered workers, such as the self-employed, are not. Data are presented by place of work, not place of residence.

#### **Asotin County highlights:**

In 2020, men held 44.6 percent of the jobs in Asotin County and women held 55.4 percent.

- Workers over the age of 55 held 25.1 percent of all employment, close to the state number of 23.0 percent.
- Workers between the ages of 35 and 44 held 20.4 percent of all employment, which is followed by workers 25 to 34 years of age with 20.3 percent of all employment.
- Male-dominated industries included construction (84.2 percent), manufacturing (81.4 percent), transportation and warehousing (71.2 percent), agriculture (71.9 percent), and wholesale trade (65.3 percent).

## Appendix B – Economy of the Clarkston-Lewiston Area, updated January 2022

- Female-dominated industries included health care and social assistance (80.4 percent), professional, scientific and technical services (74.2 percent), finance and insurance (74.0 percent), education services (71.0 percent), and the other services (58.8 percent).

Source: Employment Security Department; Asotin County data tables

### Wages and income

- In 2021, employers in Asotin County paid \$304.6 million in wages, which increased by 8.5 percent from \$280.6 million in 2020.
- The average annual wage for jobs in the county increased by 5.9 percent to \$45,976 in 2021 from \$45,976 in 2020.
- The 2021 median hourly wage for Asotin County was \$21.42, which increased by 2.7 percent over the year. Counties medium wage is below the state figure of \$30.50, and the state figure minus King County of \$25.81.
- Median household income was \$55,794 in 2020 estimates. This is much lower than the state average of \$85,863, and the nation of \$74,592.
- Workers living in Asotin County earn a large portion of their income outside of the county. In 2020, workers earned over 53.1 percent of their total wages working outside of the county. Percent of earnings from jobs in the county going to workers living outside the county steadily increased for the past eight years, going from 23.0 percent to 31.7 percent in 2020.

### Personal income

Personal income includes earned income, investment income, and government transfer payments such as Social Security and veterans' benefits. Investment income includes income imputed from pension funds and from owning a home. Per capita personal income equals total personal income divided by the resident population.

- Per capita income in Asotin County was \$49,273 in 2020, and this increased 6.7 percent over the year. Asotin County per capita income is 82.8 percent of the U.S. average (\$59,510) and 73.4 percent of Washington's average (\$67,126).
- Investment income was 18.0 percent of per capita total income in 2020.
- Government transfer payments, as a proportion of total income, have risen steadily from 12 percent in 1969 to 32 percent in 2020.
- The poverty rate for Asotin County in 2020 was estimated at 15.7 percent, above the states poverty rate of 13.6 percent, and below the national poverty rate of 18.5 percent.

Source: Employment Security Department; Asotin County data tables

### Population

The U.S. Census estimates the population of Asotin County in 2021 was 22,397. Since 2010, the county's population has increased 3.6 percent, slower than the 15.1 percent for the state.

- Asotin County had 34.0 people per square mile in 2010. The state had 101.2 people per square mile



## Appendix B – Economy of the Clarkston-Lewiston Area, updated January 2022

- Largest city in the county is Clarkston at 7,220 people.
- The population has experienced more net in-migration than natural increases.

Source: U.S. Census Bureau QuickFacts

### Population facts

	Asotin County	Washington state
Population 2021	22,397	7,738,692
Population 2010	21,623	6,724,540
Percent change, 2010 to 2021	3.6%	15.1%

Source: U.S. Census Bureau QuickFacts

### Age, gender and ethnicity

- In 2021, Asotin County had 20.2 percent of its population under age 18, compared to 21.7 percent statewide.
- The population for those 65 years and over was 24.4 percent, compared with 16.2 percent statewide.
- Females were 50.9 percent of the population, compared to 49.6 percent statewide.
- Asotin County was less diverse than the state in terms of race and in 2020, 88.8 percent of residents were white and non-Latino, compared with 66.0 percent statewide.
- Hispanic or Latino residents represented 4.7 percent of the population, compared to 13.7 percent statewide.

### Demographics

	Asotin County	Washington state
<b>Population by age</b>		
Under 5 years old	5.2%	5.6%
Under 18 years old	20.2%	21.7%
65 years and older	24.4%	16.2%
Females	<b>50.9%</b>	<b>49.6%</b>
<b>Race/ethnicity</b>		
White	92.5%	77.5%
Black	0.9%	4.5%
American Indian, Alaskan Native	1.9%	2.0%
Asian, Native Hawaiian, other Pacific Islander	1.6%	10.8%
Hispanic or Latino, any race	4.7%	13.7%

Source: U.S. Census Bureau QuickFacts 2021

### Educational attainment

- In 2021, Asotin County residents over the age of 25 had high school graduation rates of 91.0 percent, similar to their statewide counterparts at 91.7 percent.

## Appendix B – Economy of the Clarkston-Lewiston Area, updated January 2022

- An estimated 23.4 percent of those over 25 had a bachelor’s degree or higher, compared to 36.7 percent statewide.

Source: U.S. Census Bureau QuickFacts

### Useful links

- [County data tables](#)
- [Census Bureau Profile](#)
- [Asotin County on ofm.wa.gov](#)
- [Asotin County on ChooseWashington.com](#)
- [Asotin County History](#)
- [U.S. Census Bureau QuickFacts](#)
- [Self Sufficiency Calculator for Washington State](#)
- [Asotin County home page](#)
- [Port of Clarkston](#)
- [Economic Development in Lewis-Clark Valley](#)
- [Southeast Washington Economic Development Association](#)

Employment Security Department is an equal opportunity employer/program. Auxiliary aids and services are available upon request to individuals with disabilities. Language assistance services for limited English proficient individuals are available free of charge. Washington Relay Service: 711.

## Appendix C -- Comparison of Six Years of Schedule C1 Financial Information

	2016	2017	2018	2019	2020	2021
<b>OPERATING REVENUES:</b>						
Marina operations	\$ -	\$ 300	\$ -	\$ -	\$ 1,750	\$ 2,250
Cruise boat dock operations	26,005	27,993	42,692	44,198	6,191	40,784
Granite Lake Park	1,145	810	605	125	90	125
Property lease but not broadband	620,874	589,889	608,704	643,547	633,119	630,643
Broadband lease revenues	26,886	31,768	\$ 44,633	51,658	99,624	109,003
Total Operating Revenues	<b>\$ 674,910</b>	<b>\$ 650,760</b>	<b>\$ 696,634</b>	<b>\$ 739,528</b>	<b>\$ 740,774</b>	<b>\$ 782,805</b>
<b>OPERATING EXPENSES</b>						
General operations	95,076	104,180	133,335	167,648	134,651	145,125
Maintenance	214,723	151,284	170,669	126,967	175,027	179,326
General and administrative	353,112	363,311	302,272	310,462	311,296	454,132
Total Operating Expenses	<b>\$ 662,911</b>	<b>\$ 618,775</b>	<b>\$ 606,276</b>	<b>\$ 605,077</b>	<b>\$ 620,974</b>	<b>\$ 778,583</b>
<b>NET OPERATING INCOME</b>	<b>\$ 11,999</b>	<b>\$ 31,985</b>	<b>\$ 90,358</b>	<b>\$ 134,451</b>	<b>\$ 119,800</b>	<b>\$ 4,222</b>
<b>NONOPERATING REVENUES/(EXPENSES):</b>						
Interest income	\$ 816	\$ 758	\$ 5,174	\$ 24,598	\$ 10,800	\$ 2,709
Taxes levied for general purposes	347,454	353,115	358,646	368,848	373,532	381,339
Miscellaneous taxes	3,026	2,438	3,745	5,851	2,482	3,474
Capital contributions - Grants	35,946	25,555	15,000	48,259	205,652	15,000
Loan proceeds	-	-	-	19,695	187,590	-
Purchase of capital assets	(680,964)	(260,262)	(249,816)	(307,810)	(366,269)	(276,158)
Disposal of capital assets	84,019	-	529,360	110	457,223	436,475
Other non-operating revenue - leasehold tax	67,530	65,606	66,589	71,098	82,697	83,063
Prior period adjustment	-	(220)	-	2,428	4,935	-
Principal paid on long-term debt	(51,011)	(113,492)	(110,570)	(93,966)	(68,779)	(261,470)
Interest paid on long-term debt	(24,051)	(16,764)	(15,227)	(13,086)	(11,683)	(11,315)
Other non-operating expense - leasehold tax	(67,530)	(67,187)	(46,508)	(70,782)	(79,094)	(83,889)
Bad Debts Expense	-	-	-	-	-	-
Election expense	-	-	(3,993)	-	(4,713)	-
Miscellaneous non-operating revenue	12,536	12,063	20,898	13,343	50,920	41,424
Misc non-operating expense	(20,463)	(14,077)	(4,235)	(30,667)	(72,801)	(94,661)
Other non-expense	(13,500)	-	(9,082)	-	-	(2,500)
Other non-revenue--pass through	9,150	-	-	-	-	-
Total Nonoperating Revenues/(Expenses)	<b>\$ (297,042)</b>	<b>\$ (12,467)</b>	<b>\$ 559,981</b>	<b>\$ 37,919</b>	<b>\$ 772,492</b>	<b>\$ 233,491</b>
Increase (decrease) in cash and investments	<b>\$ (285,043)</b>	<b>\$ 19,518</b>	<b>\$ 650,339</b>	<b>\$ 172,370</b>	<b>\$ 892,292</b>	<b>\$ 237,713</b>
Beginning balance of cash and investments	\$ 1,203,342	\$ 918,299	\$ 937,817	1,588,156	1,760,526	2,652,818
<b>ENDING BALANCE OF CASH AND INVESTMENTS</b>	<b>\$ 918,299</b>	<b>\$ 937,817</b>	<b>\$ 1,588,156</b>	<b>1,760,526</b>	<b>2,652,818</b>	<b>2,890,531</b>

## APPENDIX D – SYNOPSIS OF RIVERFRONT PLANNING & GOALS

Analysis reached through the Parks and Recreation Planning process (see 2022 – 2027 Port of Clarkston Parks and Recreation Plan at [www.portofclarkston.com](http://www.portofclarkston.com)) resulted in the following recreational priorities, with updates from subsequent discussion with Commissioners. Each assures POC is uniquely suited in leading attainable results.

Key areas where POC can make an impact is to:

- Continue to assure access to berthing areas.
- Design, engineer, and permit docks, recreational moorage, swimming beach, and other improvements, in accordance with priorities yet to be established.
- Continue to operate and maintain Granite Lake Park on the waterfront, which it constructed in 1998 as an extension of the Clearwater Snake National Recreation Trail.
- Identify and develop additional water-related recreational opportunities by harnessing assets POC owns or controls.
- Identify and expand recreational opportunities along the west Clarkston waterfront, with emphasis on facilitating safer recreational moorage.
- Identify, collaborate on, and solve for barriers for access to the waterfront, including enhancing community walkability.
- Create within the business park more park-like recreational features such as enhancing the existing gravel trail and constructing bridges to connect trail components at the port-owned Turning Pointe Business Park. This includes plantings and irrigation, as well as bridging gaps in and asphaltting the trail.

### Capital Improvement Program

<i>Project Name</i>	<i>Resource</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>
Dredge berthing areas	State & federal, POC	150,000				350,000	
West Clarkston Design/Engineering & Permitting	State & federal Grants; POC		150,000	210,000	265,000	58,000	55,000
Planning & permitting for berthing areas (current & new)	State & federal Grants; POC		45,000	92,000			
Construction of improvements in berthing areas (current & new)	State & federal grants, Industrial Development District; POC			95,000	4,000,000	6,040,000	55,000
Explore creation of waterfront amenities to enhance swimming, kayaking, paddleboarding	State & federal grants, Industrial Development District; POC				50,000		

Port of Clarkston Comprehensive Plan and Comprehensive Scheme of Harbor Improvements

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Additional lighting and pathway improvements, Granite Lake Park	State & federal Grants; POC			48,000	59,000	94,000	
Construct a recreational trail at Port's business park & plant trees	State & federal grants, Industrial Development District; POC		45,000	95,000	10,000		